

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 270.—Vol. X.]

LONDON: SATURDAY, OCTOBER 24, 1840.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

BASTENNE AND GAUJAC BITUMEN COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at their office, 28, Moorgate-street, Bank, on Tuesday, the 16th of November next, for the purpose of electing a new director in the room of Mr. Robert Brine—declaring forfeited all shares on which the second call of 10s. per share has not been paid—and considering the best measures for carrying on the affairs of the company. The shareholders are earnestly requested to attend.
By order of the board,
ROBERT FOULERTON, Secretary.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Friday, the 13th day of November next, in pursuance of the bye-law passed at the special general meeting of the 6th of February, 1839. The chair will be taken at two o'clock precisely.
GEORGE THOMAS, Sec.
Winchester-house, London, Oct. 29.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that a SPECIAL MEETING of the shareholders in the above mine will be held at this office, on Thursday, the 29th of October next, at Four o'clock in the afternoon, for the purpose of taking into consideration the disposal of those shares on which the last call has not been paid.
By order of the directors,
HENRY CARR, Sec.
15, St. Ann's-square, Manchester, Sept. 25.

TAFF VALE RAILWAY.—CALL OF FIVE POUNDS PER SHARE.—The directors of the Taft Vale Railway Company, acting under the provisions of the act of incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 9th day of November next, to any one of the undermentioned bankers, the sum of FIVE POUNDS on each of their respective shares:
London and Westminster Bank, London.
Monmouth and Glamorgan Bank, Cardiff.
Messrs. Halliwell, Ames, and Co., Bristol.
Messrs. Wilkins and Co., Merthyr.
By order of the board of directors,
JOSEPH BALLS, Secretary.
Railway Office, Cardiff, Oct. 18.

TREGOLLAN MINING COMPANY.—The directors of the Tregollan Mining Company hereby give notice, that, in pursuance of the authority vested in them by the unanimous resolution of a Special General Meeting of shareholders in this company, held on the 14th day of October instant, they hereby CALL for a further instalment of FIVE SHILLINGS per share, in respect of the capital of the company, the same to be paid at the London and Westminster Bank, Lothbury, on or before Saturday, the 14th day of November next.
By order of the board,
B. BUXTON, Secretary.
Tregollan Mining Office, 8, St. Mildred's-court, October 21.

WHEAL RICHMOND MINE, in the parish of Wendron.
Superior 30-inch steam-engine, with boiler, and lifting pumps, chains, capstan and shears, rope, and other excellent mining materials.

TO BE SOLD BY AUCTION, on Wednesday, the 11th of November, 1840, at WHEAL RICHMOND MINE, in the parish of Wendron, Cornwall, all the SUPERIOR MATERIALS of the said mine, comprising a superior 30-inch steam-engine, with boiler, &c. (made by the Hayle Company, under the immediate inspection of Captain N. Vivian, has been but little used, and is in excellent condition), rods, plates, buckets, capstans, shears, stays, and rope, horse wheel shaft tackle, winch rope, chain, &c., windmills, door places, working barrels, lifts of 7, 8, 9, and 10-inch pumps, scale beam and weights, 42-inch smith's bellows, smith's tools, anvil, rod plates, iron bars, hammers, ladders, barrows, carpenter's tools, timber fittings, and erections of carpenter and blacksmith's shops, counting-house fittings, and various other articles.
Sale to commence precisely at eleven o'clock. The materials, which are well worth attention, being nearly new, may be viewed any day before the sale on applying to Captain Pascoe, on the mine; and for further particulars, apply to D. H. Hainswell, auctioneer, 1, St. Aubyn-street, Devonport.
Active Life Assurance Office, Devonport, Oct. 21.

TO CONTRACTORS, IRON MASTERS, AND MANUFACTURERS, &c.—TO BE SOLD BY PRIVATE SALE, in the office of Mr. Wm. Betts, Leicester, the following ENGINES, MACHINERY, and MATERIALS:—One eight-horse high-pressure steam engine, with horizontal cylinder, in very excellent condition, only done nine months work. One ten-horse engine, now at work, and will be sold, if required, either separate or together, a very excellent machine for making railway keels, and with circular saws attached, as well as an excellent lathe. Likewise a three-horse portable facilitating engine, in good working order, lately manufactured by Nathan Gould, of Manchester, to be sold either with or without her pumps, which she is now driving. Also cranes of all descriptions, one equal to ten tons, likewise crabs and jibs engines; also ten excellent 6-inch pumps. Also 700 tons of excellent iron rails, from 34 to 46 lbs. per yard—the chair rails will weigh about 34 lbs.—the T rails are in good condition, weighing 46 lbs. per yard, and in quantity 300 tons, and the remainder of the above quantity, chair rails, &c., as described above. Likewise 300 cwt. waggons, of the best make, and in good repair, equal to carry 24 yards.
The whole of the above materials, &c., are in convenient situations for either water or railway conveyance to any part of the kingdom.
Leicester, October 1.

TO CIVIL ENGINEERS.—A young gentleman who has completed his articles, and who can make himself useful either in the field or office, is desirous of an engagement as an assistant with a civil engineer, but being anxious to obtain (immediate) active employment, and more practical experience. In his profession, a moderate salary will only be required for the first year. Address (post-paid) to "A. B.," Mr. Odum's chemist, Bishop Stortford, Herts.

RICHARDSON AND BATHWAITE'S TANNING PATENT.—To Engineers, Architects, Iron and Tin-plate Manufacturers, Founders, Copper-smiths, &c. The patent for this important discovery in tanning metals is now completed. Its superiority consists in the tin supporting a much greater heat than by the old method, its capability of resisting acids, and also of its being many times more durable. It may be applied to iron railings, ornaments, tanks of any form, and to all description of hollow ware, without the present expense of turning, and in many cases will cause iron to be substituted for copper and brass.
Specimens to be seen of Mr. G. M. Bathwaite's office, White Lion-court, Cornhill; and at Mr. Richardson's office, 16, Warwick-court, Gray's Inn. Licenses granted by Messrs. Richardson and Bathwaite.

SAFETY ROTATION RAILWAY.—MR. RANGELEY, having obtained PATENTS for his new invention, is now prepared to grant LICENSES to companies to use the same. Mr. R. begs to state, that the principle of his railway combines economy with perfect safety in travelling, by stationary engines, at thirty or more miles per hour. Models and drawings may be seen at the patentee's office, No. 17, Southampton-buildings, Chancery-lane, London.

ANDREW SMITH'S PATENT WIRE ROPE.—WILLIAM FOX AND CO. having obtained the exclusive right for MANUFACTURING the above ROPE, beg to inform the public that SPECIMENS may be seen of their office, No. 78, Old Broad-street, London, and at the undermentioned places:—
Fox, Hawkins, and Hickling Birmingham.
Robertson and Co., 12, Gorse Piazza Liverpool.
Matthews Dunn Newcastle-on-Tyne.
James Bellway Plymouth.
Thomas Money and Sons Dublin.
James Kibbin and Co., Turner's-court Glasgow.
James Gunn Leeds.

NEW METALLIC ROPE.—NEWALL'S PATENT.—These ropes have been found, by experience, to possess very great advantages over every other kind of rope or chain for mines and railways. They are STRONGER, LIGHTER, CHEAPER, and MORE DURABLE. Arrangements are being made for adequately supplying the demand. Parties requiring such ropes are requested to make application to the patentee, B. S. Newall and Co., London, August 24.

ENGINEERING EDUCATION.—An elaborate and valuable article on this subject, by Colonel Jackson, appears in the "SURVEYOR, ENGINEER, and ARCHITECT'S JOURNAL," for October (price One Shilling). This Number also contains a steel-plate engraving of the Quadrant of the New Royal Exchange, W. Tins, Esq., F.R.S., F.G.S., architect, with a critical article—a plan of Great Temples—on the Nelson Monument—Reviews, and valuable miscellaneous information.
London: published by Griffin and Gilbert, 31, Paternoster-row.

THAMES TUNNEL.—Open to the public every day (except Sundays) from nine in the morning until dark. Admission One Shilling each. The Tunnel is eleven hundred and thirty feet in length, brilliantly lighted with gas, and the entrance is on the Surrey side of the river, close to Rotherhithe Church. The island is now advanced to within the limits of the company's wharf at Wapping.
By order,
J. CHARLIER,
Company's Office, Wapping-buildings, Wapping, October, 1840.
Clerk to the Company.

TAFF VALE RAILWAY.—Notice is hereby given, that this RAILWAY is NOW OPEN to Navigation-House, within nine miles of Merthyr. The times of departure of the trains are as follows:—
Morning. Afternoon.
From Cardiff to Navigation-House 8 3
From Navigation-House to Cardiff 9 4
Conveyances will be at the Navigation-House for the conveyance of passengers to Merthyr upon the arrival of each Train.
By order of the board of directors,
JOSEPH BALLS.

PHILANTHROPIC LIFE ASSURANCE, ANNUITY, AND ENDOWMENT SOCIETY, 487, WEST STRAND.
Capital £100,000, in 20,000 shares of £5 each.

In addition to the ordinary business of Life Assurance this society propose to bring the blessings of Life Assurance within the reach of those who have hitherto been deprived of its advantages, by assuring at low as £10, and taking the premiums in monthly or even weekly payments, the operative classes will be able to provide for the expenses contingent upon the uncertainty of life, and gain habits of independence and industry, the benefit of which will be felt by the community at large.
The society also propose to grant deferred annuities of £5 and upwards, commencing at any age named by the parties, on payment of weekly sums, thus giving the working man the advantage of a benefit society with the security afforded him by a large subscribed capital.
The society also propose to endow present or future born children on receiving a sum down, or by annual, half-yearly, quarterly, monthly, or weekly payments. Three-fourths of the profits will be divided amongst the assured, which will be either added to the policy, or be applied to the reduction of the premiums, at the option of the assured.

FOR INSURING £10 BY WEEKLY, MONTHLY, QUARTERLY, HALF-YEARLY, OR YEARLY PAYMENTS.—

Age.	Week.	Month.	Quarter.	Half-year.	Year.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	0 0 1	0 0 4	0 1 1	0 2 2	0 4 4
30	0 0 1	0 0 4	0 1 1	0 2 2	0 4 4
40	0 0 1	0 0 4	0 1 1	0 2 2	0 4 4
50	0 0 2	0 0 5	0 1 2	0 2 4	0 5 0
60	0 0 3	0 0 7	0 1 4	0 3 0	0 6 0

When the yearly premium exceeds the weekly payments, the difference will be charged at entry, and the first week of each succeeding year, thus:—
Age 25, Premium £4. 4s. 6d.
£4. per week is £4. 4s. 6d. extra do. do. do.
Deferred annuities may be assured to commence at any age.
Immediate annuities also granted upon equitable terms.
Persons wishing to be appointed agents for this society will send their applications to the office, addressed to the manager, THOMAS PATON, Manager.

GREAT REDUCTION IN INSURANCE ON FARMING STOCK.
THE FARMERS' AND GENERAL FIRE AND LIFE INSURANCE, LOAN, AND ANNUITY INSTITUTION.
(Empowered by Act of Parliament.)
Capital £200,000, in 40,000 shares of £5 each—Deposit, £1 per share.
OFFICES.—No. 15, NORFOLK-STREET, STRAND.

HONORARY DIRECTORS.
(Those marked with * are members of the Royal Agricultural Society of England.)
The following have consented to act as Honorary Directors for the respective counties attached to their names:—
The Duke of Rutland, a trustee of the Royal Agricultural Society of England—Leicestershire.
The Earl of Strathmore, a governor of the Royal Agricultural Society of England—Southdown.
The Earl of Coventry—Worcestershire.
The Earl of Devon, a governor of the Royal Agricultural Society of England—Gloucestershire.
The Hon. C. G. Noel, M.P., a governor of the Royal Agricultural Society of England—Rutlandshire.
The Hon. H. Fitzroy, M.P.—Northamptonshire.
The Hon. Henry St. John—Wiltshire.
The Hon. R. Lethbridge, Bart.—Somersetshire West.
Sir R. Simpson, Bart.—Isle of Wight.
Sir T. Baring, Bart., a governor of the Royal Agricultural Society of England—Hants.
Sir J. B. Mill, Bart.—Hants.
Sir B. Jarvis, Bart.—South Hants.
Sir John Mordaunt, Bart., M.P.—Warwickshire.
Sir Thomas Mansell—Guernsey.
W. L. Bruce, Esq., M.P., a governor of the Royal Agricultural Society of England—Wiltshire North.
William Miles, Esq., M.P., a governor and member of the council of the Royal Agricultural Society of England—Somersetshire East.
Quintin Dick, Esq., M.P.—Knox.
Col. Le Conteur, a member of the council of the Royal Agricultural Society of England—Jersey.
J. J. Farguharson, Esq., a governor of the Royal Agricultural Society of England—Dorsetshire.
J. J. Horlock, Esq.—Gloucestershire West.
F. Fynn, Esq., a governor and member of the council of the Royal Agricultural Society of England—Bedfordshire.
T. B. H. Hele Phipps, Esq.—South Wiltshire.
Lieut. Col. North, president of the Banbury Agricultural Association, Oxfordshire.
The Rev. Algernon Peyton—Isle of Ely.
The Rev. E. H. Williams, a governor of the Royal Agricultural Society of England, and president of the Llandovery Agricultural Society—Carmarthenshire.
W. Holmes Sumner, Esq., chairman of the Agricultural Association for the south-western parts of Surrey.
Henry Spelman, Esq.—Durham.
R. Throckmorton, Esq., a governor of the Royal Society of England—Berkshire.
W. Bagge, Esq., M.P.—Norfolk.
J. A. D. Selby, Esq.—Northampton and Lancashire, North Durham.
John William Fane, Esq.—Oxfordshire.
George Thornhill, Esq., M.P.—Huntingdonshire.

SCOTLAND.
The Earl of Stair—Edinburghshire.
Sir James Colquhoun, Bart., M.P.—Dumfriesshire.
Sir C. Stuart Monteth, Bart.—Dumfriesshire.
Sir George Sinclair, Bart., M.P.—Caithness.
The Hon. Charles Hope, M.P.—Leithgow.
S. H. Stewart, Esq.—Wiltshire.
M. Sped Stewart, Esq.—Kirkcaldyshire.

DIRECTORS.
With power to add to their numbers.
Chairman—Rogerson, Joseph, Esq., a governor of the Royal Agricultural Society of England.
Managing director—Shaw, W., Esq., a governor and member of the council of the Royal Agricultural Society of England.
Blackstone, J., Esq.
Cooper, J. R., Esq.
Jenkins, Wm., Esq.
Lacey, J. M., Esq.
Low, Wm., Esq., a governor of the Royal Agricultural Society of England.
Pate, William, Esq.
Westworth, Godfrey, Esq., Woolley Park, Wakefield, a governor of the Royal Agricultural Society of England.
Westman, J., Esq.
Wilmot, E. Weller, Esq., a governor of the Royal Agricultural Society of England.
Yount, W., Esq., a governor and member of the council of the Royal Agricultural Society of England.
Joint Secretaries—John Rogerson, Esq., and C. Brydell, Esq.
Standing Counsel—C. W. Johnson, Esq., W. Shaw, Esq., Esq.
Medical Officers—Blackstone, J., Esq.; Black, Gustavus W., Esq.
Secretaries—John Haume, Esq.
Auditors—Birtine, John, Esq.; Donaldson, John Strangways, Esq.
Bankers—The London and Westminster Bank.

FARMING STOCK.—In order to carry out effectually the objects of the Legislature, in respect of the duty on the insurance of farming stock, and to insure, at a charge of only 1s. 6d., without the average clause, and hazard, 1s. 6d. per cent. HAZARD, 2s. 6d. per cent. Doubly hazardous, subject to special agreement. Free insurances may be effected for a longer term than one year, at reduced rates, by payment in advance. The premiums for insurance of trees are upon an equally moderate scale of charge.
PROPOSALS FOR INSURANCE may be forwarded to the agents in their respective districts, or to the office in London.
W. SHAW, Managing Director.

FORM OF APPLICATION FOR SHARES.
GENTLEMEN, I apply for shares in the Farmers' and General Fire and Life Insurance and Loan and Annuity Institution, and engage to pay the deposit of £1 on each share, or on such portion of them as may be allotted to me, to the bankers of the Institution, or their agents, whenever called upon.
I am, gentlemen, your obedient servant,
To the directors of the Farmers' and General Fire and Life Insurance and Loan and Annuity Institution.

AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY, 29, NEW BRIDGE-STREET, BLACKFRIARS, LONDON.
Western Branch—25, Suffolk-place, Pall-Mall East.

ADVANTAGES OFFERED BY THIS COMPANY.
Protective securities for the benefit of the assured, not presented by any other institution. The most economical rates of premium consistent with safety—adapted to Europe, our East Indian and Colonial possessions. An increasing table for securing loans on debts, requiring a less immediate payment for the whole term of life than usually demanded. Premiums payable annually, half-yearly, or monthly. Age admitted in the policy. Policies granted from £10 to £5000. Claims payable in one month after proof of death; and £10 per cent. immediately after satisfactory proof thereof whenever desired. Policies effected in Ireland or Scotland recoverable in the Courts of that country. Endowments and annuities, immediate and deferred, on advantageous terms. A board of management in attendance daily. Medical men remunerated for their reports.
C. F. KIRKMAN, Resident Manager.

A liberal commission allowed to solicitors and agents.
Applications for the office of agent to the institution in the different towns of the kingdom are invited, addressed to the resident manager, at the house of the company.

YORKSHIRE AND LANCASHIRE CENTRAL AMERICAN LAND AND EMIGRATION COMPANY.

DIRECTORS.
EDWARD PARKINS, Esq., Chairman.
Thomas Reynolds, Esq.
Thomas Reynolds, jun., Esq.
With power to add to their number.
Secretary—Thomas M'William, Esq.
Superintendant or agent (Colonel) W. Upton, Esq.
BANKERS—Messrs. Wright & Co., 5 and 6, Henrietta-street, Covent-garden.
Solicitor—R. B. Gargrave, Esq., 19, Buckingham-street, Strand.
London Office, 22, Great St. Helen's, Bishopsgate-street.
The company are prepared to deliver land orders for sections, of 100 acres each, at 10s. per acre. Their lands, which are situated between the rivers Tinto and Plantain, in Victoria Province, Central America, are held by a grant from the native king, who enjoys British protection, and the government of his country is regulated by British commissioners, under the presidency of her Majesty's superintendent of Honduras. The climate of this country is one of the finest in the world, and the soil is abundantly fertile, producing all that usually grows in North America and the West Indies. Further information can be obtained by application to either of the agents, or the secretary.

MR. HOLMES'S VALUABLE PATENTS.

HOLMES'S PATENTS, FOR IMPROVEMENTS in the CONSTRUCTION OF IRON SHIPS, BOATS, AND OTHER VESSELS, also in means for preventing the same from foundering; also in the application of the same improvements, or parts thereof, to other vessels.—Also, Holmes's patent for improvements in naval architecture, and apparatus connected therewith.
All persons who examine this patent, must admit Mr. Holmes to have fully established the principles insisted on in his report in the East India committee, in 1838, of the practicability of building iron ships without limits to size, and on the indispensable necessity of the adoption, not only of much larger ships than had been contemplated, but that it was equally indispensable, in point of profit, that they should be built of iron, and by the adoption of his improvements a great reduction in the first cost and in the wear and tear would be effected. Many parts of these improvements are, however, equally applicable to wood ships, as regards safety to the passengers; and wherever they are adopted, we cannot conceive any case or circumstance in which a ship can be placed in danger. In the fullest sense of the word, they become life-boats, without waste of room, or extra cost.—From the *Ironclad Ship*, July 4.
Applications for licenses to be made to Mr. Helps, 21, Cornhill, London, or to Mr. Holmes, Civil Engineer and Naval Architect, 2, Cannon-row, Westminster, where plans and specifications are prepared, with every practical detail for the builder's contracts for every class of iron vessels.

ROYAL GEOLOGICAL SOCIETY OF CORNWALL.

The twenty-seventh annual meeting of this society was held in the society's rooms, Penzance, on Friday, the 9th instant.

Mr. BATTEN (Mayor of Penzance) in the chair.
The usual preliminary business having been gone through, Mr. PENDARVES said—Ladies and gentlemen, since our last anniversary, this society has experienced a loss which I fear it will be very difficult to fill up, in the death of our amiable and highly-gifted president, Mr. Gilbert was one of the original founders of this society, twenty seven years ago—it experienced the benefit of his judgment and talents on its first formation, and he had been successively elected its president for every succeeding year. He would willingly have resigned that office, but the county felt that he was the most proper person to fill it, and I am sure that the society has benefited highly from his judgment and his exertions. Mr. Gilbert had filled the highest situation which this country affords in a philosophical station, for he occupied the chair of the Royal Society. From his residing so much amongst you, it would be certainly useless for me—and, indeed, very presumptuous—for me to attempt to eulogize his character, further than stating my own individual opinion. His loss I very sincerely regret, and so I believe does the whole society. It, however, now becomes our duty to fill his place, and I trust that I shall be equally fortunate in nominating his successor, in the person of a gentleman whose talents the county may be justly proud of—whose attainments in philosophical subjects are well known to this county—and whose exertions in every cause that can benefit the county, or that can benefit science, are so well known and valued. I need hardly say that I allude to my friend and colleague Sir Charles Lemon. I will now state that it is the unanimous opinion of the council, that Sir Charles Lemon is well qualified to fill the situation now vacant by the death of our late president. I therefore anticipate from you a unanimous approval of my motion, that Sir Charles Lemon shall be requested to take the chair.

Mr. CARR briefly seconded the proposition, and said—Sir Charles Lemon has proved not a mere admirer, but a lover, and an ardent follower of science; he is not only a public character, but a public scientific character; and he will form a link between us and the other scientific societies of this county. He has also shown us, from his zeal in past times, what we may expect from him in times to come. I, therefore, beg to second his nomination.

The question having been put, and carried, Sir CHARLES LEMON then took the chair, and said—Ladies and gentlemen, it would be unpardonable affectation and ingratitude in me if I hesitated to avow that I accepted the situation offered me with very great pride and satisfaction. When I look at the position which this society occupies in the world of science—that it was the first foundation of science in this county—that it is the older branch, the first, the eldest daughter of the great Geological Society in London, I cannot but feel that it is a great honor to be placed in the situation which I now occupy. Further than that, I cannot but feel as a Cornishman, connected as the science of geology is with the first and leading interests of this county, that the being placed at the head of this society, cultivating that important science, is, to a certain degree, placing me in a prominent situation with regard to those very interests themselves. That is not all, gentlemen—feeling as I do—sympathizing as I do with every person present in the great loss which the society has sustained—concurring most fully and entirely in the very feeling terms in which the character of the late individual who occupied this chair has been described by my friend Mr. Pendarves—entering fully and deeply into his feelings, and into your feelings on that occasion, I cannot but feel that it is a very distinguished honor to be placed in a chair that was once occupied by him—by him who, during all the elevated positions in which a life of science, and of successive industry had placed him, never forgot his connection with this society. And though I feel deeply my own inferiority to him—deeply in every respect which made him distinguished, and feel that I am but the representative of the utmost fragment of his character—at the same time, any sort of connection with a character so pre-eminent as his, I cannot feel otherwise than a most distinguished honor. You have now been pleased to place me in the situation of president, and I beg to offer you my most sincere thanks. Mr. HENWOOD (the honorary secretary and curator of the society) read the report.

Mr. CARR (the treasurer) read his report, from which it appeared that he last year held a balance in hand of 144l. 14s. 2d., and that there had been annual subscriptions since received of 111l. 7s., while the expenses incurred left 114l. 15s. 6d. still remaining in his hands. Mr. Carr stated that the decrease of the balance in hand had been occasioned by the society having made some purchases of a German mineralogist, in order to complete certain parts of their collection.

Mr. HENWOOD (as curator) then read the lists of donations to the museum and library.—On the motion of the CHAIRMAN, the thanks of the meeting were given to the several donors.

Mr. CARNE read an interesting paper on some singular metalliferous deposits in the mining district near St. Ives, called by the miners "cabons." The peculiarity of this singular deposit arises from its composition, which much resembles that of an ordinary lode, but from the unusual circumstances in which it has appeared. Mr. Carne described very minutely the nature and appearance of cabons, at the St. Ives, Connelley and Rosewell Hill Mine, and stated that cabons have also been found at Huel Margery and Huel Speed. While a cabon bears no resemblance to a lode, except in its composition, it appears to have many points of similarity to a floor, the chief distinction being, that a floor inclines very little from a horizontal position, whilst the cabons are almost as vertical as many of the regular lodes; and cabons never alternate with the country, as floors usually do. With regard to the formation of these singular deposits, Mr. Carne appeared to incline to the opinion that they were formed by precipitation, effected perhaps by electricity. The thanks of the meeting were given to Mr. Carne, and also to the other gentlemen who read papers.

Mr. FIDWELL read a paper from the Rev. Canon Rogers, giving the names to some specimens taken from the recent land slip between Axmouth and Lyme Regis, on the south coast of Devon. The Canon referred to the opinion of Dr. Buckland and the Rev. W. Conybeare as to the nature of the fossils, and merely mentioned them briefly in noticing the specimens now presented to the society. With the geological specimens, the Rev. Canon also presented a series of lithographical illustrations of the locality as it appeared subsequent to the land slip.

Mr. HENWOOD read a paper from J. C. DeLany, Esq., curator of the Devon and Cornwall Natural History Society of Plymouth, which was accompanied by an excellent series of fossils from the slate rocks forming the shores of Plymouth Sound and of Torbay, as well as of the limestone masses which occur irregularly disposed among them. These remains consist for the most part of *Luridolites*, *Encrinurus*, *Spirifer*, *Producta*, and various corallines and other undescribed organic remains. It would be impossible to give an accurate notion of the writer's views without printing the whole of this paper, which, unless given with figures of the specimens presented, would be exceedingly uninteresting to the general reader, although of the highest value to the scientific geologist.

SULPHUR OF IRELAND AND CORNWALL.—Mr. HENWOOD said he had not time to draw up a paper; but he had copious notes on the sulphur ore of Ireland. The subject of sulphur ores occupies, at present, much attention, in consequence of the dispute with the Neapolitan Government having rendered the supply from that country very precarious. On account of that, the mine of Cornwall, and sulphur ore of Ireland, which have hitherto been utterly worthless and thrown away, are now become objects of commercial value. The sulphur ore of Ireland are principally found in the Vale of Ovoca, in the county of Wicklow. The vein from which they have been produced, runs something like the Cornish lodes, a little to the south of west, and varies in breadth from one to four or five fathoms; but it differs from the Cornish lodes in this remarkable particular, that its dip coincides exactly with the inclination of the strata which it traverses. The substance of this vein, too, in a great part of its course, is laminated in a very similar manner, and opens in thin plates as large and as thin as the roofing slates of this county. This vein is worked for two or three miles in length, through the mines of Connoree, Cronbane, Tigney, Ballymurtagh, and Ballygahan, from all of which sulphur ores are procured in large quantities. Copper pyrites is associated with the sulphur ore in all of them, but not in every place in the same manner. At Connoree it is regularly disseminated through the whole substance of the vein, and from the percolation of water, is so abundantly decomposed, that the copper solution destroys the engine-pumps in a very short time. There are on the table specimens of this precipitate, of very large size, for which we are indebted to the liberality of Mr. Cornish, of London, one of the chief proprietors, and a native of this county. At Cronbane, which is worked by Messrs. Williams, of Scorer, the main lode is almost entirely composed of sulphur ore, whilst those of copper form minute veins and strings, which strike off from the lode on either side, but chiefly on the north, and these consist almost wholly of very rich copper ore. At Ballymurtagh, the ore is neither separated, as at Cronbane, nor generally disseminated as at Connoree, but is disposed in irregular masses throughout the body of the sulphur lode, from which, with no great difficulty, it is separated by picking. This lode no where comes to the surface, as a crust of kilaas has intervened over it. The wages of the Irish labourer averages from 6s. to 7s. a week. These ores are raised eleven miles or fourteen English miles from the place of shipment, and the expense of carriage is 6s. 6d. a ton. Labourers on a tonnage get 5s. a ton for breaking it, and the price obtained by the mine is 25s. per ton, delivered on the quay at Wicklow, the difference of course being due, the expenses of engines, agencies, and so on, and any surplus profit to the adventurers. The Cornish mine, I understand, seldom realises more than 30s. a ton, and I am informed that considerable quantities have been shipped as low as 14s. This may probably be in consequence of a difference in the structure and character of the ore; the Irish ore being produced in large lumps and masses, and from the nature of the ore they contain sufficient combustible matter for their own burning, the large size facilitating the passage of air through the heap when in the furnace; whilst the Cornish, on the other hand, from a peculiar crystalline structure, easily and generally breaks into small pieces, thus in the furnace forming a dense mass which does not permit the passage of air through it, and therefore requiring fuel for its combustion, or a mixture with the Irish ores which would answer the same purpose. I have also learnt from those who are conversant with the subject, that our Cornish ore deprecates in the furnace, and are, therefore, considered in that respect somewhat objectionable. The Irish ores from Connoree have been analysed, and found to yield sulphur 37½ per cent, iron 21, zinc 17, lead 13, copper 6, the rest being waste in the experiment. At the time of my visit in May last, Connoree yielded from 200 to 300 tons of sulphur ore a month. Cronbane and Tigney 600 to 700 tons, Ballymurtagh (at that time) was raising 1300, but that was rather beyond the average, Ballygahan 150 to 200—in short, about 2500 tons a month from the Vale of Ovoca. The greater part, if not the whole of this, is raised from the shallow parts of the mine, which were not thought worth working when the mines were prosecuted for copper ore only, and which have derived their principal value from the national differences to which I have already adverted. They are mostly above the adit, and indeed large heaps of them at the surface, which, in years past, have been thrown away as utterly worthless, are now exported and made valuable. By a kind of Hibernicism, the proprietors of these Irish mines were engaged in attempting to procure a prohibitory duty on Neapolitan sulphur at the very moment the nation was almost engaged in war with the sole object of endeavouring to procure that commodity. Mr. HENWOOD also gave the meeting an account of his recent visit to New Brunswick—the particulars of which will appear in the forthcoming Number of the Mining Review.

Mr. KAYS read a paper containing some observations on the beach and shingle near Poreney, in Sussex, in which, from an examination of the recent beach deposited since the construction of the Martello towers on the Sussex coast, he draws the conclusions regarding the period required for the deposit of the wave-like ridges of shingle, sand, and other marine deposits. These he ascribes to an epoch of about 1800 to 2000 years ago, thus placing their origin at about the period when the marshes in the neighbourhood were drained by the Romans.

CANON ROGERS then proposed a vote of thanks to the president, in the course of which he congratulated the meeting on having elected Sir Charles Lemon, and alluded to the tendency that such a selection would have in keeping up a good feeling between the different philosophical institutions of the country. The motion having been seconded by Mr. CARNE, and acknowledged by the hon. baronet, the meeting separated.

After the dinner (which took place at Pearce's Hotel, Sir CHARLES LEMON presiding, supported by many of the gentlemen who attended the morning meeting) Mr. HENRY, M.P., said—He rose to discharge a very agreeable duty. If they had had doubts that morning who should succeed that great man who had been removed from them, those doubts had been banished by the success of his hon. friend in the situation which he had that day filled. He congratulated the society on the selection that had been made, for they were in quest of a man of science, of one in communication with scientific societies, of high attainments, and of a certain station and position in life, and he thought that they had found a man possessing all these qualifications. When they came to consider whom he (Sir Charles Lemon) was to succeed—that man whom he might shortly describe as adorning the century in which he lived, and throwing a lustre upon the path of literature and science—he had undertaken what might well be considered a difficult task. The hon. gentleman went on to observe that he had touched upon this subject with mingled feelings—feelings of pleasure at the election of his hon. friend, and of pain for the loss that they had all sustained through the death of Mr. Davies Gilbert, to whose memory he paid a well-merited and affectionate tribute, after which he spoke in terms of strong commendation of the Geological Society, considering, with one of the greatest men of the day, that geology was a most efficient auxiliary and handmaid of religion. He believed that it furnished the most certain evidence of design in an all-wise and all-powerful Creator, and he felt that if there was one institution more than another that had demands upon the Cornish—aye, upon the British public—it was this society. Feeling that they could best promote this institution, and perpetuate its prosperity, by having his friend in the chair, he asked them to sanction the proceedings of this day by drinking his health in a bumper, and with enthusiasm.

Sir CHARLES LEMON said—I thank you very sincerely for the Address which you have received the least proposed by an excellent friend here, and still more, I thank him for the kind manner in which he has proposed it. If there is anything appalling, it is accepting the chair which has been filled by a gentleman who has been so far my superior; but, at the same time, as you have been so kind as to accept of my services, I offer them with the

most complete and heartfelt sincerity. Gentlemen, you are here paying me a personal compliment—will you allow me to take advantage of this opportunity to detain you on a matter that is, to a certain degree, personal to myself—that is to say, in which I myself have a very strong personal feeling? Certain circumstances have come to my knowledge which give rise to understand that the objects which I have in view with respect to the Mining School are not fully understood. I would take this opportunity of stating the object which I have in view in as few words as possible, and the means by which I hope to attain it. This is, in fact, a critical moment for the Mining School, if it is not thoroughly understood by those to whom the alternative is given either to accept or reject it. I am very much afraid there is some mistake which I ought to have prevented, the consequence of which may be really injurious to the country at large. I am not by any means going to give you a narrative of that transaction, but I only wish to state to you, that the reason why I have not been more explicit, or entered into details of a greater extent than I have done in this business, has been because I was exceedingly unwilling to fetter that body to whom will be committed the guidance of that school, should it exist, in their future proceedings. My anxious desire was to leave in the hands of those who contributed to the funds the complete distribution of those funds in the way which they think most applicable, and most suitable to their own purposes. That is the reason that I have not come forward, though I have studied the subject. I confess I have given a good deal of attention to this subject, and I am ready, if that body should be found, to lay before them the whole mass of information that I have got from foreign countries, and also of what has been done in some parts of our own country. So much for what has been said with regard to the objection of not having laid before the country more ample details of what I intended to do. There has also been another objection urged. I have heard from certain quarters that an objection has been made to the word "college." I am quite willing to strike that out, and adopt the word "school." Perhaps that is more proper, because it points to a class inferior—junior in age, and perhaps inferior in education to what might be understood by the word "college." Then, as far as I have been able to make out from conversations with agents and captains of mines, I understand it has been their practice to send their children to commercial schools, either at Helston, Plymouth, or further off, for an education upon general commercial principles, bearing, perhaps, only indirectly upon our special pursuit, which is mining. It is precisely my object to make that kind of education obtainable close to our own doors—that is to say by an establishment at Truro. Let the same thing be done, but done in a better way here in the county, as near as possible towards the centre of a mining population, taking St. Austell on the one hand, and Gwennap and all that district on the other. My object will be to establish at Truro a school, fitted as nearly as possible to the ages of those boys that are taken away from their parents and sent to a distance, where no loss will be imposed upon the family by the withdrawal of their services, and during the period when, by the custom of the country, those boys are sent for education elsewhere. My object then is to establish at Truro a school of that description, directed to that class and to that kind of instruction, by which they will be taught infinitely better, because the subjects taught, and machinery by which they are taught, will have special reference to mining. Now, what they are taught during the few years they may spend there, will be pretty much of the same character which has been exhibited before the country in the recent examination of those boys in Truro, whom I am proud to call my boys. They there exhibited, for the short time they have been under the tuition of superior masters—they have shown the possibility of acquiring a degree of knowledge sufficient to astonish those who taught them, and also those who took the trouble to inquire into the fruits of their labours. I may venture to say, also, that the effect of this examination is not limited to this county, but it has been taken up, and produced a very considerable sensation elsewhere. Well, then, the course I propose to follow is this—it will be absolutely necessary that a bill should be brought into Parliament to legalise that small amount, which I propose to fix for a few years on the produce of our mines—and, at the same time, that will give me an opportunity of stating what should be the construction of that body into whose hands it should be given to administer the funds. I don't mean to say that I will confine it to the plan I have devised; but, at the same time, I think it necessary, as the question is asked me very often, how do you mean to work this? It is but fair to give some notion of what my own ideas are, leaving in the hands of those who shall be the constituted body, to adopt, modify, or reject those ideas. What I propose, then, is this: To introduce an Act of Parliament, which shall have first, a preamble, declaring in general terms, that it is an object of importance that there should be existing here means of scientific education with respect to mines in Cornwall. (The next thing I propose is) that the Registrar of the Stannaries Court should be called upon to issue notices to certain mines contributing more than a certain amount to the fund which supports that court, to send in twenty names of those who, according to their opinion, should be the proper persons to govern the school. When those names are returned to the registrar, he should take out the twenty for whom there are the greatest number of votes; and those, together with the archdeacon of the diocese, should form the government of the school. There would be other details, and it would be convenient that they should appoint either a sub-committee or a standing council, for the organisation of the school in the first instance, and then, perhaps, as a council of advice for the professors, and over the conduct of the school altogether. I should propose then that all mines contributing, say 100l.—and I don't say that as the sum of money, but only expressing a sum of money, not any particular sum, and even that which I have named is a mere algebraical sign expressing a sum of money—that all mines, for every 100l. contributed to the maintenance of this school, should have the power of nominating one free student—that two small mines, contributing a similar sum, making together the sum of 100l., should also have the privilege of nominating one free student. But with the view of letting in those at a distance, not having the same power of nominating by these means, I should propose that the governor—or that there should be some other means by which the sons of engineers, or persons connected with surveying, &c., should be admitted to this college by paying the difference, whatever it may be, to equal advantages which those nominated by the mines are entitled to receive with reference to the sums paid by them. I don't know that there is any particular thing further that I need trouble you with. I have only to say that I conceive that the act should endure for twelve years. At the expiration of that time, the whole of this matter will devolve upon the county, and they may pursue it or not as they think proper. The hon. baronet concluded, amidst much cheering, by proposing the health of the vice-presidents.—Mr. BATES (the mayor of Penzance) returned thanks.

The President then proposed the secretaries, the treasurer, and the other officers of the society.—Mr. CARNE, after remarking that, as treasurer, he should like to have a little more to do, said that the society had not in the last year kept pace with the progress of geology. Perhaps there might be some reason for this. In the first place, the principal attention of geologists was now absorbed in paleontology, or the science of organic remains; and as our county was not so full of these, that might furnish a reason why they had not made so much progress lately. There was another reason. It was with the Cornwall Geological Society as with the Royal Society. At the time of our establishment, years after this society was formed, it was the sole depository for our district, as the Royal Society, at its establishment, was for the kingdom. But by the establishment since of several other societies, some of them more active than the old one, those resources had been taken away from them. But, after all, the principal reason was to be found in their own want of industry. There was a good field, but with one exception—that of our curator—they might be said to have all declined into mere amateurs of the science. But, said Mr. Carne, under your auspices, Sir Charles, we may hope for a renovation.

The President, in proposing a toast, Prosperity to the Polytechnic Society, warmly recognised that society, as the promoter of those mechanical arts, whose progress had frequently assisted in the working of mines which must have been otherwise abandoned; thus showing that geology itself benefited greatly from the improvements in mechanical science.—The toast was warmly drunk, and responded to by Mr. KAYS.

The Rev. Canon ROGERS rose and spoke in high terms of Sir Charles Lemon's plan for establishing a mining school, and proposed its success, which was drunk amidst loud cheers.—After several other toasts, the president, and a number of other gentlemen withdrew.

REVOLVING ENGINE.—An engine upon this principle was tried at Leeds, on Wednesday week, in the presence of several engineers, and astonished every one of them. Its enormous power is so small a compass (the whole machinery, with the exception of the fly wheel, being contained in a box two and a half inches in depth, and ten inches in diameter) surprised every one; the speed was tremendous, making from 600 to 700 revolutions per minute. Its power was tested by placing bricks upon the fly wheel, which, at last, was done to that extent, that the shaft was actually twisted in two places; no accident occurred. It is the intention of the inventor to apply the machine to propel carriages on common roads, for which purpose it appears admirably adapted; likewise, for the purpose of marine navigation, where the small quantity of room it requires is a material consideration; in short, it will answer all the purposes wherein steam is required, and the expense will be considerably abridged. —*Leeds Times.*

A LONG YARN.—The longest rope on record, in one unspliced piece, has just been spun in Sunderland. It is upwards of 4000 yards long, seven inches in circumference, and twelve tons weight, and will cost about 4000l. It is for the use of the London and Birmingham Railway. —*Leeds paper.*

MINING CORRESPONDENCE.

ENGLISH MINES.

SOMERSET MINING COMPANY.

Oct. 19.—We beg to advise you as follows, relative to the underground appearances as presented in the various parts of the mine, which have this day been carefully brought under our examination. In point of importance the 100 fathom level is first to be noticed, in which the lode is about eighteen inches wide, and a good course of ore, worth 30l. per fathom. In the sinkings under the 100 fathom level, the lode is about one foot wide, and worth 10l. per fathom. The lode in the sixty fathom level above, west of James's winze, is more than equally productive than when last reported, being about eighteen inches wide, and worth on an average for the last six feet in sinking down, two tons of ore per fathom. The lode in the sixty fathom level, west of Dennis's winze, has during the last week proved exceedingly productive, and is at present equally so, being two feet wide, and worth on an average 40l. per fathom. In the eighty fathom level west no lode has yet been met with, and it is not yet intended to cross-cut for its discovery, until the end is driven beyond the present very disturbed ground, and out of the influence of the great cross-course. The eighty fathom level east of the engine shaft exhibits no improvement, the lode in the end being about twenty inches wide, and without ore. The lode in the winze, sinking below this level, is very considerably improved; being at present twenty inches wide, and worth 40l. per fathom. The steps also in the back of this level continue to produce abundant supplies of rich ore, from a lode on an average two feet wide, and worth 40l. per fathom. The seventy fathom level steps are producing about three tons of good ore per fathom, worth 9l. per ton. In the sixty fathom level driving south on the lead and silver ore, the indications are not so encouraging as when last reported, the lode is at present only about two or three inches wide, much disordered, and without ore. In the western steps, in the back of this level, the lode still holds good, being worth about 15l. per fathom. The eastern steps, in the back of this level, are pretty much the same as last reported, worth about 14l. per fathom. We have just commenced sinking Hray's shaft under the twenty fathom level, to facilitate the working of the eastern part of the mine, and which (we have good reason for believing so) will become permanently profitable, after it shall have been made to communicate with the deeper levels now being in under that direction. Our next sampling will be for about 220 tons of good ore, but we cannot say when (precisely) the samplers from Cornwall will be able to come up to sample, it had not been as yet advised by them on this subject. Our next report, however, it is hoped, will satisfy you on this head.

F. PHILLIPS.

TRETOIL MINING COMPANY.

Oct. 19.—I beg to send you the report of Tretoil Mine, which is as follows:—The lode in the engine-shaft is about two feet wide, producing good ore, much improved in the last week. The lode in the thirty fathom level is about twenty inches wide, opening good tribute ground. The winze which has been sinking from the twenty fathom level to this level is holed, and has laid open good tribute ground through all its depth. The lode in the thirty fathom level is about six inches wide, unproductive. The lode in the rise, in the back of this level, is about twenty inches wide, opening good tribute ground. The lode in the twenty fathom level, west of John's shaft, is unproductive. John's shaft is sunk five fathoms below this level; it is suspended at present because we have cut water, which we expect will drain in the thirty fathom level approaches it. The lode in the twenty fathom level, east of Williams's shaft, is about nine inches wide, opening tribute ground. In a new rise, in the back of this level, the lode is fifteen inches wide, opening very good tribute ground. The rise in the back, in the ten fathom level, west of John's shaft, is holed; it has laid open good tribute ground the last six fathoms. In the ten fathom level, driving east of Williams's shaft, the lode is eight inches wide, opening tribute ground. In a new rise, in the back of this level, the lode is nine inches wide, opening tribute ground.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 19.—The fifty-seven cross-cut south is somewhat more favourable for driving. In the south adit shaft, sinking under the forty-two fathom level, the ground is rather harder. The forty-two east, on Wheal Jewel lode, is two feet wide; there is more muddle and prisa in this lode than last reported, worth 5l. per fathom. The forty-two west, on the same lode, is not taken down in the past week, but we are happy to say the ground is much more favourable. The thirty west, on this lode, not taken down during the week. The steps in the back of that level are worth 10l. per fathom. The twenty west, on the south lode, is worth 12l. per fathom. The Wheal Jewel lode, in the back of the twelve fathom level, is worth 5l. per fathom. The deep adit west, on the south lode, is worth 7l. per fathom. The tributers are working manfully, and we hope they will do well for us and for themselves.

S. LEAN.

TAMAR SILVER-LEAD MINING COMPANY.

Oct. 19.—In the 125 fathom level the lode is one foot wide, at present poor. In the winze, sinking from the 125 fathom level, the lode is six inches in width, producing some ore. At the 115 fathom level the lode is two feet wide, intersected with small branches of silver-lead ore. At the 105 and the lode is fifteen inches in width, producing good work. At the ninety-five and the lode is about eighteen inches wide, nine inches of which is rich work. At the sixty-five the lode is eighteen inches in width, but at present rather unproductive. At the forty-five they are still driving through ground intersected with alide courses. On tribute we have pitches working as follows: At the 165 fathom level, one pitch at 32s.; at the 115, five pitches—one at 12s., one at 14s.; at the 105, one pitch at 14s.; at the 95, six pitches—one at 6s. 6d., one at 7s., one at 12s., and three at 14s.; at the 85, three pitches—one at 9s., one at 13s. 4d., and one at 14s.; at the 75, three pitches—two at 13s., and one at 14s.; and at the 35, one pitch at 14s.—Total, 30 pitches. The tribute mentioned is from the lead only. The prospects, on the whole, in this department, are such as to remunerate the men for their labour. We expect to sample, on Wednesday or Thursday next, about fifty-five or fifty-six tons of silver-lead ore, of good quality.

M. JAMES.

WHEAL JEWEL MINING COMPANY.

Oct. 17.—The underground department is promising throughout the concern. The tribute pitches continue to improve—in fact, we have two or three discoveries in the old pitches, which will enable us to keep up, if not exceed, the present sampling. The sixty fathom level west has been improving throughout the week, and when I saw it yesterday, it might be valued at 18l. The shaft is also going down in a good ore lode, two and a half feet wide, composed of spar and rich yellow ore, worth from 12l. to 18l. per fathom. At Shanger, the lode, in sinking under the twenty fathom level, is two and a half feet wide, principally capel and muddle. The lode in the twenty fathom level east is continuing to produce small quantities of ore.

W. SINCOCK.

WHEAL JEWEL MINING COMPANY.

Oct. 17.—In the eighty fathom level, west of engine-shaft, the lode is ten inches wide, producing half a ton of ore per fathom. The lode in the eighty fathom level east, is three feet wide; branch of ore on south side four inches wide. In the seventy fathom level west the lode is ten inches wide, producing half a ton of ore per fathom. In the sixty fathom level east the lode is one foot wide, producing one ton of ore per fathom. In the cross-cut south, at the eighty fathom level, the ground is very hard. The tributers are working very well.

C. H. RICHARDS.

TINCROFT MINING COMPANY.

Oct. 20.—I feel pleasure in saying that the appearances and prospects of this mine are much the same as last reported. We shall sample to-morrow about 100 tons of copper ore, of rather better quality than the last lot sold; we shall sell another parcel of tin by the end of the month. We have been replacing our calciner, which has thrown us back a little both in tin and copper ore. I shall set it to work again to-morrow.

W. PAUL.

UNITED MILLS MINING COMPANY.

Oct. 20.—Adit End East—Still driving south. Adit End West—In this end the lode is one foot wide, ore of fair quality. Thirty Fathom Level—Lode two feet wide, producing some good ore. Thirty Fathom Level—No alteration in these ends since last reported. Forty Fathom Level—In driving east at this level the lode is two feet wide, very good for ore. Steps, west of Nettle's Winze—In these steps the lode is four feet wide, two of which producing ore of a fair quality. Steps, east and west of Webber's Winze—We can report no alteration in these steps since last week. Eastern Shaft—In this shaft the lode is three feet wide, producing good stones of ore. Fifty Fathom Level—No lode broken east of Williams's shaft since last week. West of Williams's shaft the lode is four feet wide—1 ft. 6 in. ore of fair quality. East of Diagonal shaft the lode is four feet wide—1 ft. 6 in. good ore. Williams's shaft—No lode broken in this shaft since last week.

C. FENNICO.

GREAT WHEAL CHARLOTTE MINING COMPANY.

Oct. 17.—Agreeably with your request, we beg to send you a report of the present appearances of the mine. The lode in the seventy-two west is from three to four feet wide, yielding from three to four tons of ore per fathom; eighteen inches of the south part is rich, and the remainder composed of white ore. The lode in the seventy-two east is five feet wide, very thorough, producing from two to three tons of ore per fathom, though not rich the lode is strong and otherwise kindly. The lode in the new winze, in the bottom of the sixty-two west, is five feet wide, producing from seven to eight tons of ore per fathom, and has very appearance of a run or course of ore. The lode in the sixty-two fathom level west is six feet wide, producing 800 tons of ore per fathom. The lode in the steps, in the bottom of the sixty-two, between the two winzes, is from three to four feet wide, producing from two to three tons per fathom. The ground in the shaft has caused a little

sinking under the 160 fms upper level, and when this shaft is communicated to the adit, of which there remains about twenty-five fms to complete, we shall be able to increase the raising of ore both from the adit and the upper workings. We have also a fine lode and very good argillaceous ore in a winze sinking under the 160 fms level, seventy fms south of San Vicente shaft, and a similar kind of ore in a rise over the adit, going up nearly against the winze, leaving about thirty fms of whole ground between. In the last June quarter there was a profit of £27.50 on the profit may be expected. Returning again to the winze, I would observe that the driving of the new side adit has been, and still is, a great burden to us. Reckoning the actual cost of the work, and taking into account the cost of labour and materials now incurred in the repair of the old adit, the saving which will be produced on finishing this work, will probably amount to from £150 to £200 per week. In about five months, on finishing a part of the work, we expect to avail ourselves of about half the above-mentioned saving, and the remainder in about twelve months, when the whole will probably be finished. I have nothing new to communicate respecting the winze, the water still continues in the bottom workings of this mine—the rains, however, have abated a little; it has lately commenced sinking slowly. I mentioned in my last letter that on making an examination of the spare thirty-inch cylinder steam-engine we found that the parts which are deficient can, by the help of our little foundry, be supplied here; we are, therefore, preparing to build up the mouth of the Acosta new shaft with masonry, as the first necessary step. We then intend to commence the building of the engine-house. In the mean time, the engine will be cleaned and fitted up, and two old boilers which we have here repaired, and I hope that in six or eight months we may be able to get the engine to work.

THE PATENT SAFETY FUSE.
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq. F.R.S., Ac. &c.

"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY
Camborne, Cornwall.

PUBLIC COMPANIES.

Company	Office	Meeting
Wheal Wills Mining Company	Office, Manchester	Oct. 29. 4.
Bristol and Exeter Railway	Merchants' Hall, Bristol	29. 11.
Albion Insurance Company	Office, Blackfriars	29. 12.
Preston and Wyre Railway and Dock	Office, King William Street	29. 1.
North Midland Railway	Station, Derby	29. 1.
Thames Haven Dock and Railway	28, Moorgate Street	29. 11.
East Trestle Mining Company	Office, 6, St. Mildred's Court	31. 1.
Grand Union Canal Company	20, Surrey Street	29. 12.
Hastings and St. Leonards-on-Sea	Law Institution, Chancery Lane	2. 3.
Hedmore Consolidated Mining Co.	Office, 41, Finsbury Square	4. 2.
Westminster Fire Office	Office, King St., Covent Garden	5. 12.
Stamens & Gaultier Bitumen Company	29, Moorgate Street, Bank	10. 2.
Imperial Brazilian Mining Association	London Tavern	13. 2.
Imperial Continental Gas Association	White Hart Court, Lombard St.	13. 2.

CALLS.

British Colonial Bank and Loan	Oct. 25. 2, Moorgate Street, London.
Maryport and Carlisle Railway	26. 2. As former calls.
Royal Mail Steam Packet Co.	27. 3. Roberts, Curtis, and Co.
Grand Collier Dock Company	28. 3. Smith, Payne, and Smith.
European Gas Company	21. 4. 1. Ladbroke, Kingscote, and Co.
Sheffield & Manchester Railway	10. 4. 2. Smith, Payne, and Smith.
Tuff Vale Railway	21. 4. 3. As former calls.
Tregilgan Mining Company	14. 4. 4. London & Westminster Bank.
Deaf Pier Company	11. 4. 5. Ladbroke, Kingscote, and Co.
London and Blackwall Railway	24. 4. 6. London & Westminster Bank.
British Waterproofering Company	18. 4. 7. Office, 243, Strand.
Union Bank of London	1. 5. 8. Bank, Moorgate Street.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

(Length of Line, 119 miles.)

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending 17th day of October.	£15,441 10 3
For merchandise for the same time.	5,319 5 0
Carriage.	354 0 0
Total.	£16,815 0 3

GREAT WESTERN RAILWAY.

(Length of Line opened, 75 miles.)

Total Returns for the week ending 16th of October. £669 0 8

LONDON AND SOUTH-WESTERN RAILWAY.

(Length of Line, 78 miles.)

Total receipts for passengers, parcels, &c., on this line for the week ending 16th of October, £508 14s. 2d.

NORTHERN AND EASTERN RAILWAY.

(Length of Line opened, 104 miles.)

Total returns for the week ending 16th of October. £445 10 8

EASTERN COUNTIES RAILWAY.

(Length of Line opened (to Brentford) 174 miles.)

Total receipts for passengers for the week ending 16th of October. £673 14 11

LONDON AND BRIGHTON RAILWAY—SHOREHAM BRANCH.

(Length of Line opened, 6 miles.)

Total returns for the week ending 16th of October. £191 9 3

LONDON AND BLACKWALL RAILWAY.

(Length of Line, 34 miles.)

Total receipts for passengers for the week ending 16th of October. £349 10 3

LONDON AND GREENWICH.

(Length of Line 12 miles.)

Week ending 19th Oct. £916 10s. 1d. Week ending 22nd Oct. £794 2s. 7d.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, div. 7 per Cent. 160 1/4	New 34 per Cent. Annuities, 96 7 1/2
3 per Cent. Reduced, 94 1/4	India Bonds, 10 13 1/2
5 per Cent. Consols, 92 1/4	5 per Cent. Consols for Acct., 87 1/4
4 1/2 per Cent. Reduced Annuities, 87 1/4	Exchequer Bills, 24 1/2

FOREIGN FUNDS.

Brazilian Bonds, 3 per Cent. 73 1/2	Mexican Bonds, 1837, 26 1/2
Columbian Bonds, 1854, 6 per Cent. 27 1/2	Ditto Deferred Bonds, 3 per Cent. 64 1/2
Dutch 3 1/2 per Cent. 40 1/4	Spanish Bonds, 3 per Cent. 21 1/4
Portug. Bonds, New, 5 per Cent. 32 1/2	Ditto Passive, 24

SHARES.

Brazilian Imperial Mining Co., 31	London and Sth. Western, 50 1/2
Birmingham & Gloucester Railway, 69	South-Eastern and Dover, 84 1/4
Bristol and Exeter, 27	Manchester and Leeds, 79 1/2
Great Western, 24 1/2	Ditto New, 53 1/2
Ditto New, 44 1/2	North Midland, 77 1/2
Ditto Old, 24 1/2	Ditto New, 24
London & Brighton, 27 1/2	London and Westminster Bank, 72 1/2
London and Croydon, 104	National of Ireland, 134
London and Blackwall, 134 1/2	Union of Australia, 31 1/2
London and Birmingham, 134 1/2	Ditto New, 24 1/2
Ditto Bonds, 1842, 1844	Union of London, 44

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 25, 1840.

Item	Price	Item	Price
Iron, Eng. Bar for 0 0 0 to 0 12 0	0 12 0	Copper—Foreign, (by 32s.)	4 2 0
Do. Cast in Wagon 7 13 0	7 13 0	Do. Brit. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 11 0 0	11 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 12 0 0	12 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 13 0 0	13 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 14 0 0	14 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 15 0 0	15 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 16 0 0	16 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 17 0 0	17 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 18 0 0	18 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 19 0 0	19 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 20 0 0	20 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 21 0 0	21 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 22 0 0	22 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 23 0 0	23 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 24 0 0	24 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 25 0 0	25 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 26 0 0	26 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 27 0 0	27 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 28 0 0	28 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 29 0 0	29 0 0	Do. Blocks, (by 32s.)	4 2 0
Do. Cast in Wagon 30 0 0	30 0 0	Do. Blocks, (by 32s.)	4 2 0

REMARKS.—The Welsh market is somewhat relaxed in price, but Sheffieldshire continues firm. The copper market is steady. Tin is in little request again, and the prices have somewhat given way, from the French demand having closed. The foreign market is also flat, but with small stocks. Lead is quite stationary at prices quoted. Another firm of the quotations, with daily diminishing stock. In other metals no alteration.

METEOROLOGICAL JOURNAL, 1840.

Time	Thermometer	Barometer	Direction	Force	Remarks
Thurs. 10	50.00	30.15	W.	10.00	Clear, calm.
Fri. 11	50.00	30.15	W.	10.00	Clear, calm.
Sat. 12	50.00	30.15	W.	10.00	Clear, calm.
Sun. 13	50.00	30.15	W.	10.00	Clear, calm.

Wind, N.W. on the 11th; W. on the 12th; N.W. and N.E. on the 13th; S.W. on the 14th; W. on the 15th; N.W. on the 16th; S.W. on the 17th; N.W. on the 18th; S.W. on the 19th; N.W. on the 20th; S.W. on the 21st; N.W. on the 22nd; S.W. on the 23rd; N.W. on the 24th; S.W. on the 25th; N.W. on the 26th; S.W. on the 27th; N.W. on the 28th; S.W. on the 29th; N.W. on the 30th; S.W. on the 31st.

CHAS. HENRY ADAMS.

NOTICES TO CORRESPONDENTS.

MINER'S SAFETY BUCKET.—Our readers will recollect, that some months since Mr. Robert Hise (of Redruth) informed us, that he "expected shortly to make some experiments with the Safety Bucket at a mine in the neighbourhood." He now writes—"I am sorry to say, that since then the mine has changed proprietors, and that I have been prevented from making the trial which I so greatly desired. I may add, that from Mr. Basset's letter, read by Sir Charles Lemon at the late meeting of the Polytechnic Society (see Journal of the 16th inst.) it appears (unless I greatly misinterpreted it) that in Germany, where the rods and platforms have been tried, a preference is given to a bucket with no other security than the *fil de fer*, of which a specimen was exhibited at the meeting. Surely "A Friend to Justice, and an Eyewitness," did not expect his letter could appear in our columns? If so satisfied of the "strictly honourable conduct, both in public and private life," of the parties referred to, why withhold his name, and thereby deprive his letter of that credit attached to authenticated communications.

UNITED HILLS MINING COMPANY.—We have some observations in type upon the extraordinary scene exhibited at the meeting of the proprietors of this company on Thursday last, but the length of our report of the proceedings (which we have given as full as the violent conduct and coarse language of certain parties would allow) induces us to postpone their insertion, in order to admit of matter of a more general and interesting character. Some notices of new companies, and several original communications, are unavoidably postponed.

Received—"Honestus"—"T. H. Leighton"—"A Mexican Shareholder"—"John Phillips"—"O. Gubbins"—"A Subscriber."

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, OCTOBER 24, 1840.

The establishment of a Mining College, or School of Mines, is now fairly brought before the public by Sir CHARLES LEMON, whose munificence and liberality are deserving of all praise, and affords an example we hope to see followed by those who owe so much to the mines of Cornwall. It will be in the recollection of our readers that the hon. Baronet some two years since undertook, on his own responsibility, to establish a Mining School in the county, and to pay the cost attendant on it for the first two years, leaving it to the mining interest to follow in his wake, should they, by the result of the two years' experiment, be satisfied that the benefits arising therefrom were such as to deserve the support and encouragement of the mining community. The two years have passed away, and an examination of the students taken place, which was alike satisfactory to the professors and resident master of the school as to the pupils themselves. Sir CHARLES LEMON having, by the assiduous care with which he had directed his attention to the advancement of his object—the education of the sons of the miner, and giving them the opportunity of acquiring a scientific education, in addition to the opportunities afforded them by the locality, of becoming acquainted with the practical information necessary to render them competent to undertake the duties of a mining engineer—without observing on the pecuniary sacrifices he has made, has rendered his name one which will be handed down to posterity as alike the friend of science as he has ever proved himself the miner's friend. It was not, however, with the struggle of two years, in overcoming prejudice, and introducing a novel system of education in this country, that Sir C. LEMON was disposed to content himself; his object remained to be achieved. True it was that the germ had been created by his hand, but it required nurturing to bring it forth, capable of yielding its fruits—those fruits of labour which Sir C. LEMON so richly deserves, and to the acquisition of which he looks only with the view of benefitting his native county. Deeds, and not words, bespeak the man, and, accordingly, with the view not only of testing the feelings and opinions of those interested in mines, whether as adventurers or those employed, the hon. Baronet, at the examination which lately took place, announced his intention of not only granting a piece of land for the erection of a building worthy of being the Mining College of the county of Cornwall, but further, the gift, by way of endowment, of 10,000*l.*, or which, if necessary, should even be doubled. This is dictated by a truly noble and generous spirit, and whatever may result from this splendid offer of Sir C. LEMON, the respect and regard which all men must have for him will be the same, while the successful issue will indelibly stamp him as the miner's friend, and the benefactor of the county, for the increasing depth of some of our rich mines requires all the appliances of science combined with the results of practical observation.

During the past week Sir C. LEMON entered more fully into the programme of the proposed College, putting forward those opinions he himself entertained, and combating with arguments which might be adduced by those who are sceptical of the success of the measure. It was our intention to have entered fully into the hon. Baronet's views, but we find that space this week will not admit—we therefore reserve to ourselves the pleasing occupation of entering further into detail in our next.

The spirit evinced by Sir C. LEMON has had a beneficial effect in other districts, for we learn from a friend, that Ireland, who has made such rapid advances within the past few years, is resolved on having a School of Mines of her own. This is as it should be—this is assuming the position which Ireland has a right to claim. The produce of her copper mines—of Allihies, Knockmahon, Ballymurtagh, and others in the Wicklow district—her gold mines, the working of which is lately resumed with every prospect of success—the produce of her lead mines, collieries, slate and marble quarries—not to remark on the probability of her furnishing the entire supply of sulphur ores, to the exclusion of Sicilian sulphur—are such as at once characterise her as a mineral country, without observing on the discoveries which are making—we had almost said daily—arising from the application of English capital and enterprise, combined with Irish industry. It is pleasing, then, to find that Ireland is proud of her mineral wealth, and that she intends to have a College for her sons at home. It has our best wishes—it is deserving of the aid of Government, and the encouragement of every Irishman, while we may confidently say there are many on this side the Channel willing and able to lend their aid in her praiseworthy object. We shall return to this ere long, and, in the meanwhile, have only to say—"Go on and prosper."

Having given an abstract of the letter of Mr. TREFFRY in a former Number, with a like notice of "Y. Z.'s" letter in reply, we now take up the continuation of "Y. Z.'s" remarks—the letter now before us having appeared in the Journal of the 23rd of August. "Y. Z." after advertizing to the comparative view of the produce and standard of the past twenty years (which we noticed last week), proceeds to observe, that while in 1831 the standard fell to

99*l.* 18*s.*, under a Cornish produce of 12,000 tons of copper, by 1839 (notwithstanding all the import of foreign ores) the copper market had so extended itself, that with a Cornish produce of 12,500 tons (the largest ever known) the standard was 109*l.* 17*s.*—thus showing that an equal quantity of copper sold in 1839 at 10*l.* in the standard higher than in 1831. On this "Y. Z." reasons, that any charge of reduction in the standard, arising from the influx of foreign ores, is absurd—a standard of 10*l.* higher having been obtained for Cornish ores in the year, when a large quantity of foreign ores was imported over that of 1831, the proportion of foreign ores being then comparatively insignificant. A statement of the quantity of ores raised from 1801 to 1810, inclusive, gives the following results:—Average quantity of ores raised annually 67,532 tons, yielding 6059 tons of copper, and producing 606,378*l.*—the average standard, which had ranged between 169*l.* 16*s.* and 100*l.* 3*s.*, being 129*l.* 1*s.* A similar statement is rendered of the results of the succeeding ten years, being from 1811 to 1820, inclusive, and from this we gather that the average quantity of ores raised was 78,560 tons, yielding 6702 tons of copper, the value of which ores was 573,503*l.*, and the average standard being 117*l.* 17*s.*—the highest average for any one year being quoted at 134*l.* 15*s.*, and the lowest at 98*l.* 13*s.* By the tables thus embodied in the letter of "Y. Z.," it appears that the produce of the copper mines of Cornwall during the last ten years, ending 1820, had increased 10 per cent on the like period immediately preceding, while the standard averaged 11*l.* less. And here "Y. Z." observes, that in the last ten years (ending, we presume, June, 1840) the rate of increase, instead of being 10 per cent., has been nearly threefold greater, while the decline in the standard has been less than one-fifth. With the view of meeting the question which might arise, as to the effect produced on the markets by the importation of foreign ores, "Y. Z." remarks that, as all the foreign ore imported is required to be exported in the shape of unwrought or cake copper, new markets have been found for its produce, without affecting the demand for Cornish ores—and thus he illustrates his argument. In eight years, being from 1818 to 1825, inclusive, the entire quantity of cake copper exported to France was only 274 tons, while the returns of the export of cake copper to France for eight years—viz., 1832 to 1839, inclusive—during which period a large quantity of foreign ores have been imported, and no less than 22,786 tons been shipped, being upwards of eighty times the quantity formerly exported, and thus proving that the copper produced from foreign ores has found for itself new markets. "Y. Z." in reply to the proposition of Mr. TREFFRY, that our best market for copper is at home, states that "the copper trade of this country depends entirely on its export, and the export is regulated by the price;" and further adds, "that if the export were prohibited, the standard of copper would fall to 50*l.*, until the production diminished one-half." A table, showing the quantity of British copper exported, and the standard in Cornwall for eight years (being from 1832 to 1839) accompanies this observation, and which we here extract, so as to enable our readers to form a judgment of the correctness of the arguments adduced by "Y. Z.," by referring to the data on which they are based.

BRITISH COPPER EXPORTED.

Year.	Tons.	Standard.	Year.	Tons.	Standard.
1832	9730	100 14	1836	8076	116 10
1833	7811	110 14	1837	7129	119 12
1834	8886	114 4	1838	7458	109 3
1835	9111	106 11	1839	7687	109 17

* These standards are made up to the 30th of June; the export is to the end of each year, but for this, the fluctuation of the export with the price of copper will be still more striking.

The export, as shown by the preceding table, would appear to be from one-half to three-fifths of the produce of the British mines, and thus to bear out "Y. Z." in his conclusions, that the Cornish mines depend, in a great measure, on the foreign demand, and, which, he contends, is encouraged and supported by the exportation of foreign ores, which, in fact, find a market for those of this country. We must here close our review of the correspondence for this week. The statistical details are valuable in themselves, without reference to the line of argument maintained on the one side or the other. We shall continue our summary view of the several letters, and, in addition to such observations as may appear to bear upon the question at issue, present to our readers, in a condensed form, the whole of the tabular matter contained in the correspondence under notice.

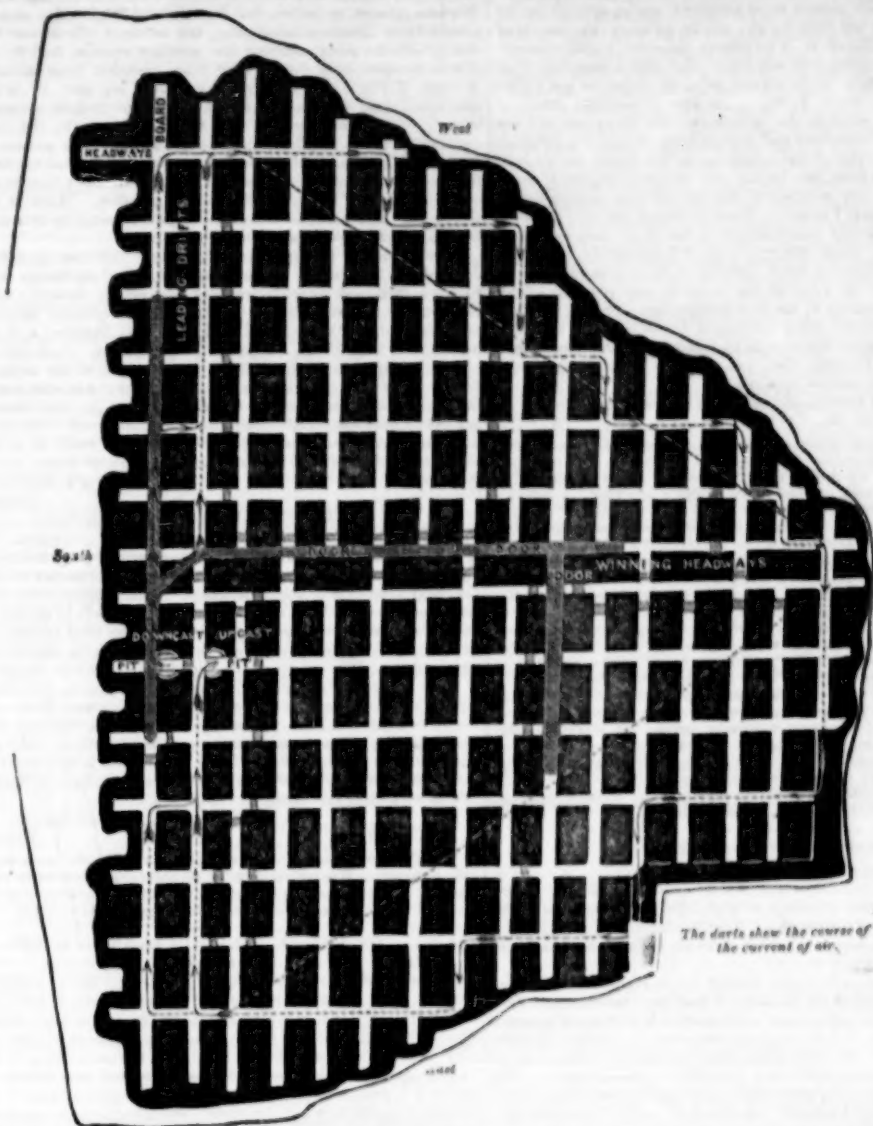
We studiously avoided last week any observations on the "Talacre Coal and Iron Company," indulging, as we did, in the vain hope that some notice would be taken, by the parties implicated, of the remarks which have from time to time appeared in our columns, but our attention being again called by the letter of a debenture holder, we hesitate not to return to the consideration of the peculiar circumstances under which this company was projected, and the means resorted to in practising on the credulity of the public. It is not our desire to indulge in harsh expressions, or to excite a prejudice against any one individual, but it is a difficult task to avoid comment, where the acts of the parties present no feature reconcilable with our ideas of probity and straightforward dealing. If we speak, then, in plain terms, it is only pursuing a course which our readers have a right to require at our hands, and one which, although of a painful nature, carries with it the pleasing and satisfactory reflection, that, by exposing abuses, we put the public on their guard, not only of men but measures, and which it is gratifying to know has, in many instances, been attended with beneficial effects.

As the present case is one which, since the days of West Cork notoriety, and the doings of Mr. WILLIAM MILLETT THOMAS, may be said to stand alone, it behoves us to keep the question alive, and, by constantly directing attention, secure to the share and debenture holders reparation for the injury they have sustained, while a fair exposure of the leading features of the scheme may deter others from attempting to practice a similar deception on the unsuspecting shareholder—at the same time, that it cannot fail rendering him more cautious, in embarking in projects without due inquiry. It is with regret we find that there is but little hope of the shareholders being released from their liabilities, inasmuch, that having signed the deed constituting the company, and each of them, as partners, being subject to the several claims which may be put forward on the part of the vendors, or other creditors, there is no disposition on the part of the directors to release those whose confidence has been so shamefully abused. The deed of settlement recites the purchase having been made of Alderman THOMAS WOOD, Alderman HYNEMAN, Alderman HODGES, and five other gentlemen, all of whom, we believe, are, or were, directors of the company, the purchase-money being 110,000*l.*, of which 90,000*l.* was to be paid in 1800 shares of 50*l.* each, and 20,000*l.* in cash. We believe that the shareholders have no redress in a court of law, but experience gives us every reason to express our confidence, that an application to the Court of Chancery would make the projectors disgorge their ill-gotten gains, and justice would be done to all parties concerned, even to the misled holders of debentures.

There are several cases in point, and, amongst others, that of the "Argenta Iron and Coal Company," in which it was decreed that the chairman (Sir WILLIAM CONGREVE) and other directors, acting on behalf of the company, in their capacity as directors, could not sell and purchase at the same time. As directors, they were the trustees for the shareholders; the money subscribed was

ORIGINAL CORRESPONDENCE.

ON THE VENTILATION OF COAL MINES—SKETCH OF A PIT'S WORKINGS, IN ILLUSTRATION OF SIMPLE VENTILATION.



The darts show the course of the current of air.

as a trust money, to be applied to the purposes of the company, with a due regard to honesty of dealing, and which could not be said to exist, where the directors, as in that instance, paid only 10,000*l.* for the property, and resold it to the company for 25,000*l.*, such being the line of defence taken, as justifying the appropriation of 15,000*l.* of the company's funds to their own purposes—the decree was in favour of the injured shareholders. The case of the "West Cork Company" is somewhat of a like character, but the demise of the late Lord AUDLEY, and the peculiar situation in which JOSEPH PIKE is placed, as executor, renders it not exactly parallel with that under consideration. The principal grounds of the proceedings in that case were—JOSEPH PIKE having, as managing director of the "West Cork Company," purchased of Lord AUDLEY, through himself, as that nobleman's agent and representative, the mines at the sum of 165,000*l.*, whereas the value was notoriously not one tithe that amount. But there is a later instance, which came before the MASTER of the ROLLS, if we mistake not, in which Mr. PETER HARRISS ABBOTT, the official assignee, and other worthy gentlemen, cut no enviable figure. The case was simply this—certain gentlemen, of whom Mr. ABBOTT was one, projected the institution known as the "Adelaide Gallery," and having expended a certain sum of money, or entered into engagements and liabilities, they formed a company, and raised the sum of 20,000*l.*, in 400 shares of 50*l.* each, naming themselves, or being appointed, as trustees and managers, or council of the institution. Having power over the funds of the society, they applied to themselves a certain sum of money—we believe 16,000*l.*—as the purchase-money of the stock and goodwill of the institution, and for some years conducted its affairs. It having, however, become known to certain of the shareholders, that nearly the whole, if not all, the subscribed capital had been expended, an inquiry took place, and the accounts having been examined, and rigid investigation instituted, as to the proceedings of the trustees, it was discovered that they had charged a larger sum, by some 6000*l.* or 8000*l.*, than they had actually paid—and this they contended they had a right to do. The cause came on for hearing, on demurrer, before the Master, whose opinion was expressed very clearly as to the view entertained by him of the conduct of the defendants, and an order was at once made, that the answer to the bill should be filed within a certain time. Before, however, this period arrived, the courage of some one or more of the honourable trustees failed them, and the consequence was, the payment of 5000*l.*, and with such payment, we believe, the matter was compromised.

This is undoubtedly a case in point. Messrs. Alderman THOS. WOOD, Alderman HODGES, Alderman HYNDMAN, and Messrs. CLOUSTON, POTTINGER, DAVIS, WESTON, and JENKINS, engage in the formation of a company, for working the Talacre Coal and Iron property, and accordingly issue a prospectus, in which the fact of the property being possessed by them, in their own right, and about being ceded to the projected company at the sum of 110,000*l.*, is carefully kept out of sight—the prospectus, in the absence of a deed, being the basis on which the company was formed. These gentlemen having then acquired the property in a manner, and at a price (which a short bill in equity would soon discover), determine amongst themselves on issuing the prospectus, with an estimate framed by a Mr. BAGNALL, and, by dint of newspaper paragraphs, public meetings, private management, and the credit attached to their station in society, succeeded in bringing the company under the notice of the public. The prospectus and estimate are both proved to be fallacious, but which may not have been their fault, and they may, indeed, shield themselves under the plea of ignorance and incapacity to form a judgment; but one thing is perfectly clear, they thought that 110,000*l.* was a fair sum to charge to their co-proprietors for the property—any mention of which, as we have said, was studiously avoided in the prospectus. Having issued a certain number of shares, and obtained money upon debentures, they hold a meeting, and, in defiance of the financial affairs of the company, which, if fairly made up and submitted, would have shown the worse than bankrupt state of the concern, the chairman boldly avows that the company is in so flourishing a condition that the directors would be authorised in declaring a dividend. Now, here is a system of concealment and deception practised from first to last. We find the vendors and the trustees acting for and on behalf of themselves and their co-proprietors, as purchasers of the property, to be one and the same, and the conviction at which we arrive is, that the transaction is bad in itself, and that it cannot be maintained in a court of equity. We believe, the circumstances attendant on the formation of the company—the fallacious representations put forward in the prospectus and estimates—together with the extravagant sum paid for the property, all notice or mention of which is concealed—would alone form sufficient groundwork for a suit; but when to all this we add the fact, that the trustees of the company were the vendors of the property, and that an enormous sum was taken from the funds of the company for its purchase, there can be but one opinion as to the decree which would await the hearing of the cause, while many facts would, doubtless, come out in the inquiry. We shall continue to direct attention to the subject, and, in the end, hope to have it in our power to congratulate the shareholders on the beneficial effects resulting from the *exposé*.

LATEST INTELLIGENCE.

REBIRTH, OCT. 22.—Average standard, 115*l.* 14*s.*—Average produce, 7*l.*—Average price, 6*l.* 1*s.* 0*d.*—Quantity of ore, 2224 tons.—Quantity of fine copper, 168 tons 17 cwt.—Amount of money, 13,425*l.* 15*s.* 0*d.*—Average standard of last sale, 114*l.* 7*s.*—Produce, 8*l.*

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Bank, 20*l.*—London and Birmingham Railway, 154*l.*; Grand Junction, 210*l.*; Great Western 75*l.*; Birmingham and Gloucester, 69*l.*; Midland Counties, 73*l.*; North Midland, 78*l.*; Manchester and Leeds, 90*l.*; ditto (half-shares), 28*l.*; London and South-Western, 50*l.*—General Steam Navigation, 23*l.*—Midland Counties Herald.

PRICES OF SHARES IN LIVERPOOL.—Eastern Counties Railway, 8*l.* 17*s.* 6*d.*; Edinburgh and Glasgow, 28*l.*; Great Western (one-fifth shares), 6*l.* 5*s.*; London and Birmingham, 152*l.*; Manchester, Bolton, and Bury Canal and Railway Company, 28*l.* 15*s.*; North Midland, 78*l.*—Manchester and Liverpool District Bank, 9*l.* 7*s.* 6*d.*—Gore's Liverpool Advertiser.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 15th inst., was as follows:—Silver coin to Hamburg, 62,908 oz.; Rotterdam, 56,000 oz.; Cadix and Mogadore, 10,000 oz.; Havre, 350 oz.—Silver bars to Hamburg, 49,209 oz.; Rotterdam, 50,000 oz.—Gold coin to Boulogne, 1000 oz.; Cadix and Mogadore, 300 oz.

LONDON AND GREENWICH RAILWAY.—We understand the whole of the new capital has been subscribed for, and that the widening of the line will be immediately proceeded with.

STOCKPORT VIADUCT.—On Tuesday so'night, the twenty-sixth and last arch of that stupendous piece of architecture, the viaduct of the Manchester and Birmingham Railway at Stockport was completed.

BIRMINGHAM AND GLOUCESTER RAILWAY.—The railway from Cheltenham to Gloucester is now completed, or at least one line of rails is permanently laid down through the entire distance, and along these several experimental trips have been made during the past week, with the most complete success. The further opening of this line for the public will take place on the 24 of November.

INLAND COALS.—We understand that in the course of a few weeks a quantity of coals from Clay Cross, Derbyshire, will be brought to the London market. They are said to be equal to the best Walland, and can be sold at the wharf at Paddington at about 22*s.* per ton.

SIR.—Having on a former occasion ventured upon a short communication on this interesting subject, and having been invited to renew my observations, I have determined to submit to your readers an explanation of the most general systems of ventilation—applicable both to collieries containing little or no inflammable air, and also to collieries abounding so copiously with it, as to be denominated "fiery collieries," the gases being evolved both from the faces of the new workings and the "wastes" or "deads." I denominate them separate systems, inasmuch as the latter is attended with great prolixity and expense, and requires great judgment and practice, whereas the other is so simple, that little art or science is required to accomplish the desired object.

The first system, therefore, which I undertake to describe may be called "simple ventilation," consisting (notwithstanding) of a proper inlet and outlet for the air, either in one shaft subdivided by brattice, or by separate shafts; and the said air being properly guided around the face of the workings, so as to afford to every workman sufficiency of atmospheric current to maintain himself in comfortable respiration, and his candle in abundant combustion; and, the better to illustrate the subject, I have prepared the accompanying plan of a set of workings, upon an ordinary scale, of pillars 20 yards by 8 yards, and the workings varying from 2 yards to 5 yards wide, according to circumstances—the ventilation based upon a pair of pits, one constituting the downcast, and the other the furnace, or upcast pit.

The headways, or ends, precede all the other workings, and win out, or provide for turning all the main working boards; the winning headways are also run up in every headway's course, from the bottom to the top of the workings, beginning immediately to the northward of the pair of leading drifts, and being ranged up every five or six courses of pillars, the object being to divert the air current from the straight course along the headways, up to the top of the workings; and as the air constantly tends to make for the straightest line to the outlet, the successive ranges of stoppings bear it up till it reaches the innermost board, airing the face of the west working places on its passage; after passing the innermost stenting, the same principle is applied to the airing of the east working places, as illustrated by the stoppings marked upon the plan, until it reaches the upcast pit, at the bottom of which a rarefying furnace is constantly maintained, the better to regulate and accelerate the volume of air travelling through the workings.

The west winning headways is represented as a horse, or rolling-road, for conveying out the coals, therefore, a pair of doors are substituted for stoppings—one of which is presumed always to be shut, in order that the circulating current shall not suffer interruption.

The sketch and description applies, as I said before, to collieries producing little or no inflammable gas, but requiring such a quantity of air as to dislodge and carry off the noxious vapours of the mine—such as choke-damp—and to afford the workmen and horses sufficient of the vital principle to maintain themselves and their lights in comfort—presuming also that the dead workings, or wastes, remain perfectly innocuous, and that the workings, penetrating into the whole coal, progress from stage to stage without brattice or other device.

The above-described system of ventilation will be found perfectly efficacious for a great portion of the mining world; but it may also easily be imagined to be inadequate to meet many of the numerous casualties and exceptions that are continually happening, such as—

1. Showers of inflammable air from the coal face.
2. Ditto from falls in the roof of the old workings.
3. Ditto from the sill, in consequence of creeps or other unusual pressure upon the pillars.

Now, in any of the above cases, and in the absence of any more guarded provision for carrying off the gas than herein above described, it will gradually accumulate where produced, until having filled its natural space, will then serve into the adjoining air-course; and if sufficiently strong, or the air proportionately weak, will, in the course of time, adulterate and render inflammable the whole circulating current; and it is no uncommon case to see such current inflame at the very furnace itself—not to mention the many instances that constantly arise of firing of the candle of some unsuspecting workman in the neighbourhood of its production.

The most serious and extensive explosions have thus occurred—collieries reported as the most safe, because the apparent freedom from danger, not unusually lulls managers into an ill-judged and dangerous security—

and it is not, perhaps, until some grievous and unlooked-for calamity has occurred, that the question is raised as to whether the system of ventilation pursued throughout their works is such as a prudent understanding practical man would pursue.

With the above, Sir, I will conclude this brief notice of simple ventilation, and will, at a future opportunity, follow it up with the more elaborate and difficult process of ventilating fiery collieries, or the art of penetrating a coal—attending at every pore with gas—whose wastes give out, from every movement, volumes—where the creeping of the mine, the working of pillars, and consequent *florists*, become filled with inflammable air, liable to be sent out by every change of atmosphere or circumstance of the mine. These difficulties are, of course, met by divers practices and devices—unknown, I believe, and unnecessary, in almost any other district than the Newcastle coal field, therefore will, I doubt not, carry with it an interest, which I would gladly wish myself more competent to gratify, but I must request the indulgence of your readers under the attempt.

I am, Sir, your obedient servant,

Newcastle-on-Tyne, Oct. 7.

MATT. DUNN,

Colliery Viewer and C. E.

GLOSSARY OF TERMS USED.

Headways—The course of passage at right angle to the boards.
Stenting—The ridge between the winning headways.
Winning Headways—The preparatory leading places—two yards wide.
Drifts—Leading places in the direction of the boards.
Boards—Principal working places—five yards wide.
Rolling-way—Main horse road to the latest workings—six feet high.
Pillar—The whole coal left during the first working.
Stoppings—Brick wallings to force the air to the parts required.
Waste—The mine once worked over, and pillars standing.
Hydrogen, or Inflammable Gas—Lighter than common air.
Choke Damp, or Carbonic Acid Gas—Heavier than common air.
Brattice—Temporary partitions of sill deal to ventilate the leading places.
Blowers—Griffins in coal or stone, leading a constant stream of inflammable gas, attended with a great noise—hence the derivation of the name.
Creep—Where the pillars or sill give way under the superincumbent strata.
Air-course—Principal passage (thirty feet area) along which the air is conveyed, and the standard quantity is taken to be upwards of 3000 cubic feet per minute.

[We thank Mr. Dunn for his valuable letter and accompanying diagram and look forward with interest to his further communication on the mode of ventilating "fiery collieries." We have been asked by several correspondents how it is that Mr. Buddle has not put forward his opinions on the subject? We cannot, of course, afford any explanation; but that gentleman having, some twenty-four or twenty-five years ago written on the subject, and hundreds of individuals having since that period lost their lives in collieries placed under the management of that gentleman, we must confess it does appear singular that he should be silent, who ought to be foremost in the rank of those who, anxious to disseminate information, impart to others the results of their own observation and experience, in the hope of preserving the life, and alleviating the sufferings of their fellow-creatures.]

PATENT WIRE ROPE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—As the economy and advantages of the patent wire rope are generally admitted, it would be most desirable if, through your columns, the mining interest were put in possession of more accurate information than they have yet been able to acquire—in the first place, from the blundering statements which one patentee has made, and the absence of any particulars whereby a judgment may be formed of the article, as manufactured under Newall's patent, or that of Sturges's. I feel satisfied, Sir, that you will not lead yourself to putting forward, knowingly, statements which are incorrect, or calculated to mislead, and which, indeed, you have proved in the several notices and corrections made as regards the trials made at Woodrich Dock-yard of Smith's wire rope, and it is alone to this circumstance I attribute the lack of information as regards other patents, and not to any prejudice or bias you may entertain in favour of the one over the other. I observe, by a letter in the *Times* of the 15th instant, from a Mr. John Martin, that he claims the originality of its introduction into this country, and which, he says, was pirated by Mr. Smith. Whether such be matter of fact or not is of no moment to the mining community, who alone are interested in the subject, in obtaining a rope of the best manufacture, and at the most economical cost; but, Sir, I believe there are many who, like myself, postpone the application of the wire rope, in the hope that we may learn, through your columns, something further of the merits of the several patents.

I must confess, that the remarks of the Editor of the *Times* (who is not prone to make notes on the letters which appear in that influential journal) appear to me to emanate from something more than a desire to see wire rope employed, for he hesitates not to express his conviction, that the rope manufactured by Messrs. W. S. Newall and Co. is superior to any other. This may be the case, Sir, but the opinion expressed by

the Editor does not carry conviction to my mind. What are the proofs? What test has it been submitted to? Where is it to be seen at work? What is its power or strength? What its comparative weight, with that of Smith's or Hampden rope? What, in like manner, with that of Sievier's? These are questions which require to be answered, ere an opinion can be correctly formed. I do not wish, by any means, to decry the merits of Newall's patent rope—indeed, if it be proved superior, I shall immediately give an order in preference to any other; but what I complain of is, that the comparative merits of the several patented ropes are not before us, and in the absence of which, I, for one, decline to patronise either.

I believe that I only express the opinions of the many, when I say that one word from you, unbiased and unprejudiced, will go much further than half a dozen paragraphs of commendation in the *Times*, for we look to you as not only possessing, but having the means of acquiring, practical information. At a late meeting of the Polytechnic Institution in Cornwall, a specimen was, I observe, there presented by Mr. Bassett, having been forwarded by that gentleman from the Harz, and, according to the reports, it excited much attention; but if I am rightly informed, the specimen there produced is much inferior to that manufactured in this country. Convinced as I am of the security and economy of the wire rope, I am most anxious to see it in general use, and am only apprehensive when there are so many claimants to superiority of make, that perchance persons might fall in with an inferior article, which would do incalculable injury. Trusting that you will not think it too much trouble to furnish the information required,

I remain, Sir, your obedient servant,

Newcastle-on-Tyne, Oct. 20.

A. C.

[We are most anxious to obtain the information required by our correspondent, and have only to express our regret that it is not in our power to comply with his wishes. We believe no public trial has yet been made with Newall's patent, and we think that the writer in the *Times* very ill-advisedly forces it on public attention, in the absence of any data on which "an opinion can be correctly formed." We have, on a former occasion, stated that we have seen specimens of the rope, which is beautifully laid, and, to the eye, certainly bears away the palm; but it is in the strength of the material that its value consists, and this we were informed, on the first authority, had not been tested, so that no warm statement being put before the public, although an approximation had been arrived at. In giving insertion to the letter of our correspondent, we doubt not his object will be accomplished, in eliciting from others, and more especially from those directly interested in the several patents, those particulars which will enable him to form a judgment. As regards Smith's rope, having the tests before him, therefore, he may, in that case, make his calculations. Sievier's, we believe, is not progressing in the like manner as Newall's, which latter will, we understand, be manufactured on a very extensive scale. We trust that the differences existing between the patents will be settled, so as to allow of the article coming into general use, and the safety of life insured by its application. The *Times*, we believe, was wrong, in asserting that Newall's rope was employed or ordered for the Blackwall Railway; it was under consideration, and, if not already adopted, we think the directors would do well to give it a trial.]

MINERS VERSUS SMELTERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As a person interested in the tin mines of Cornwall, and one of those present at the several meetings at which the "new measure" was proposed, discussed, and agreed to, I have not been an inactive observer of the correspondence on the subject, which for several weeks past has occupied your columns.

My attention has been particularly excited by an expression of "Honestus" in your Journal of the 3d inst., "that the statements of Mr. Vigers may serve the purpose, when addressed to a meeting of persons predetermined to believe all that might be advanced in support of their own prejudiced views." In reference to this expression, permit me to ask who these "predetermined" and "prejudiced persons were? The meeting consisted of the lords, merchants, mine agents, and others, interested in the tin mines of Cornwall, convened by public advertisement, to be held at Dingley's Hotel, Helston, but so numerous attended that, as no room in the house afforded them sufficient space, they were obliged to use the Town Hall. And yet "Honestus" gravely desires us to believe, that, on affairs concerning their own interest, in the management of which many of them had passed nearly their whole existence, such an assembly was not competent to judge of what was beneficial to them—a very modest assertion on his part, certainly, and quite free from any tinge of self-conceit.

For those present, I claim the capability of coming to a sound decision on any subject on which men, possessing the fair average intellect of their species, improved by cultivation, may presume to judge—and I claim it more particularly on the question at issue, in which they were all practically so well versed; but I fully concede to "Honestus" that most of those who attended were "prejudiced" and "predetermined." They were "prejudiced" by the system so long persevered in, of sacrificing their interest to the "underselling," and cutting at each other of the smelters, and in their consequent collision at the tickings, in order to get the miners in at prices which would remunerate them for any loss sustained by their own contests; and they were "predetermined" to avail themselves of the first opportunity of getting free from the thralldom. Those who have been accustomed to attend the tickings, can attest how strong these feelings have been, and how often shown, and will remember, amongst other such matters, a recent instance of oppression, at the beginning of the present year, when some advantage was proposed by the smelters, in their own favour, in the sack weights, and was objected to strongly by the miners. On that occasion, one of the principal smelters told them—"These are the terms on which only we will buy, if you do not like them we will go—we had better be home in our beds than here buying tin." The miners were obliged to submit, not having any friends then to come to their aid, and I give you this occurrence merely as a specimen of the manner in which these monopolists treated those who were in their power, and whose emancipation they then never dreamed of. It may, also, be taken as an instance of how they study to support their egotistical assertions, that their trade is a ruinous one—no profit whatever to be derived from it—not worth attending to, &c., &c. But if this be true, why are we now the present dispute? Why all this crying out if there be no pinching? And, if I am right in conjecturing who "Honestus" is, how comes it that he sheds so much ink in the advocacy of a worthless trade? What balm has been applied to heal his wounds, that each "a change has come o'er the spirit of his dreams?"

This fact is, that the miners are satisfied with the beneficial results of the "new measure," so far, and intend to persevere in it, simply because they find it their interest so to do; the better price for tin will give encouragement and life to mining, and, as regards "Honestus" appealing to the public, it is going out of the course, the public, as such, not caring two straws about the matter, whether the price of tin be 80s. or 90s. per ton; the fractional difference upon articles consumed into which tin enters is so small that nobody cares about it; but the ten pounds, more or less, in prosperity or adversity to the mining interest, upon which so large a portion of the population of Cornwall depends.

The county is, no doubt, indebted to Mr. Vigers, and to those other gentlemen who have come forward with the "sins of war," enabling the miners to meet the necessary expenses of their mines; but let any dispassionate person consider the wealth, power, and influence of the opposing smelters, and then say whether it could be possible that Mr. Vigers (who is almost a stranger to the county) or any other individual, or association, could have effected the great change that has been wrought, if there had not been a fixed and deeply-rooted conviction in the minds of the miners, that, in their transactions with the smelters, they were not fairly dealt with? This change is their (the miners) own seeking, and their own working, driven to it by their necessity, but the success of which no one interested in it now doubts.

I do not wish to imitate the example of "Honestus" in the length of his letters, but cannot help saying a few words upon his strictures on the conduct of Capt. Barron and Mr. Morcom, as having, without authority, joined the new measure. The former of these gentlemen, no doubt, from his notorious attendance at tickings, was fully imbued with the feelings of discontent I have before noticed, as to the price given for the produce of the mine in which he was an adventurer and agent, and, in accordance with those feelings, and with the resolution of the Charlestown adventurers (now sought to be repudiated) did his best, cordially and heartily, to prevent the success of the new measure; and so did Mr. Morcom, whether as an authorized agent I know not, but certainly as a person interested in mine, and whose experience in mining affairs is valued by all who know him. But how comes it that the cold water now thrown upon their ca-

utions was so long withheld, knowing, as "Honestus" and his party must have done, what part they were taking in the transaction? And how comes it that, at the third meeting (as mentioned by a correspondent in one of your recent Journals), not only were Captain Barratt and Mr. Morcom present, as before, but Mr. Richard Taylor, the manager of the Charlestown Mine—consequently, the superior official was there also, dining with the party, wishing the measure success, &c., &c.? Surely if it be charged upon others that they exceeded their authority, Mr. Richard Taylor must have greatly exceeded his, and, by his example, sanctioned what the others did, and yet he now is their accuser and censor. How was considered a friend to the cause, up to the time of the departure to the Charlestown adventurers, and was written to by Mr. Barratt, at the request of the committee, to whom he had not the courtesy to reply—a duty the more especially incumbent upon him to execute by return of post, if he was adverse to the measure. What is thought in the county of his conduct in this business he must by this time know, but I much doubt whether he cares about it?

With reference to the "war of words" that has appeared in your Journal, as to produce consumption &c., all these things may be very well in a statistical point of view, and, no doubt, these are means of arriving at the real facts, but, as bearing upon the question between miners and smelters, they are regarded with but little interest, and seem to be perpetuated only for the purpose of mystification. I am old enough to remember very great fluctuations in the quantities of tin annually raised, but whatever the quantity was I always found it was sold, and although the demand now and then was not so brisk as might have been desirable, yet stocks have not, of late years, accumulated beyond what any merchant ought to hold. Let the miner, then, produce as much tin as he can—he is his own merchant in the market—and may success attend his honest endeavours.

Yours, obediently,

Oct. 21.

STANNATOR.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I received your Journal by this morning's post, and must express my surprise that no notice appears in your last Number of the Talacre Company, in which I hold debentures. Your observations in the preceding two Numbers have created alarm in the minds of several debenture holders resident here, who are at a loss to know what remedy they would have in case the company should be dissolved, or its affairs get into the hands of a liquidator. We are peculiarly situated, and but for the respectability of some of the parties, who, I feel assured, innocently lent themselves to the project (amongst whom was one worthy citizen, Thomas Gresham, Esq.), should not have embarked. I trust, Sir, that you will recollect your pledge given, to expose abuses, and eradicate them. My stake is not great, but too much to lose. There is, however, a far greater consideration which weighs with me, which is, the consequences attendant on acts of this nature, as destroying all confidence.

I am, Sir, your obedient servant,

Dublin, Oct. 19.

HIBERNICUS.

"Hibernicus" will find, in another column, some remarks applying to this company. We regret that he should have inadvertently embarked his money. We gave our opinions at the time of the appearance of the prospectus, and they have been confirmed by subsequent observation.

ON THE VENTILATION OF COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I read with much interest the several letters which weekly appear in your columns, on subject of the ventilation of coal mines, and, although unacquainted with underground operations, begin to have a little knowledge of the subject, from the lucid observations of your correspondents. I beg to submit, however, that, from the nature of your publication, and the period of time over which a correspondence of this nature extends, it is next to impossible for one like myself to collect together the several suggestions which are made; and, therefore, it occurs to me, that, when brought to a close, it would be highly desirable, if, with an introduction, the several letters were printed in a supplement, or in a separate form. I merely throw out the suggestion for your consideration—at the same time, as one of those who are comparatively ignorant of colliery workings, I have to express my thanks for your earnest endeavours and labours in the cause.

I am, Sir, yours, obediently,

Trinity-square, Oct. 21.

AN OLD SUBSCRIBER.

We agree with "An Old Subscriber," that there is much interesting and valuable matter conveyed in the letters of our correspondents, which well deserve to be recorded in a separate form. We cannot, however, promise anything. If that, in the end, the discussion shall have elicited any novel mode of ventilation, or tend to results whereby the object in view is achieved, we pledge ourselves to give it every publicity, and feel assured that we may count on all our subscribers in affording us their aid.

TREWAVAS MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having looked over the long list of British mines in your valued Journal, with the view of ascertaining the worth of shares in Trewavas Mine, in Cornwall, I was somewhat surprised to find her name did not appear, although I well know she is beginning to make a stir in the county, and likely to become very notorious. Having bought in the said mine, as well as in many others, from report, and believing your reports to be fairly got at, and unbiased, I hope some of your correspondents will report to you on the state of this mine, so that, at least, we, who reside at a distance, may have a chance of having a small interest in a mine so much spoken of in Cornwall, and having given her first profit.

I am, Sir, your obedient servant,

Threadneedle-street, Oct. 20.

ONE OF YOUR READERS.

[We shall be happy to give insertion to the regular reports of the state of this mine, if supplied us, authenticated by the captain's name, and will obtain the requisite information, so that the business done in the Trewavas shares shall duly appear in our list.]

SAFETY ROTATION RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Journal of the 10th instant I observe an abstract of a paper that was read by Mr. Hawkins, at Glasgow, on the subject of the Safety Rotation Railway; and seeing an advertisement in that paper, that a model and plan could be seen at the patentee's office, in Southampton-buildings, I was induced to call there, and although my attention was directed to a very imperfect model, I was led to conclude that the principle of that invention afforded almost a certainty of travelling at great speed, without the chances of any accident occurring. The novelty of this safety mode of transit has led me into some calculations, which I find differ a little from Mr. Hawkins, but on looking over your paper of last Saturday I find a letter from the patentee, in which he has given a different data.

It is not my intention to lay down a rule or data for engineers who may be disposed to introduce or recommend the Safety Rotation Railway, but will state some experiments that I have made on the friction of wheels and bands. I am informed that it is intended to make the wheels three feet diameter; those wheels will weigh 57 lbs. each with their axles and pulleys, and if the axles are case hardened, and the wheels and pulleys are turned perfectly true upon them, the friction will be 1 oz. each, and if 1700 wheels are placed on one mile of road the friction will be 110 lbs.; the friction of the bands on the pulleys will depend upon their tightness. The patentee states that those bands will work very slack—he is so, but I find there will be 1½ oz. friction on each of such bands. As there is a reaction of the bands, the friction may not be quite so much, but if we say 1½ oz. each, and 1 oz. each for the wheel, will make 275 lbs. of friction for each mile. A velocity of 30 feet per second will give 34 miles per hour, and 275 lbs. being the friction of one mile of wheels, if we reckon the pressure of the steam working in the cylinder at 252 lbs., at 34 feet per second—thus, by dividing 50 feet by 34, gives a difference of 14 in the velocity, between the wheels and the piston of the steam-engine, which, multiplied by the friction, 275 lbs., gives about 154-horse power required to work each mile; but as this engine will work 1 mile each way, it can only be called 77-horse power per mile. I have made some calculations on the expense, and I find less capital will be required on Mr. Rangle's principle, and a great saving in the annual expense. But what is of the greatest importance to the public is a safety mode of travelling. I must now conclude, by adding, that I should like to see a few miles of railway laid down, and properly tested.

I am, Sir, your obedient servant,

London, Oct. 21.

AN ENGINEER.

[We are glad to find that Mr. Rangle's invention has attracted the at-

tention of "An Engineer," whose letter we with pleasure insert, and hope that some early opportunity will be afforded the inventor of proving its capabilities. Any invention at all likely to check the occurrence of those dreadful accidents (two of which are noticed in our columns of to-day), without depriving the public of the great advantages of expeditious travelling, has a claim on the attention of all connected with railroads, whether as directors, engineers, or shareholders.]

NEW MODE OF APPLYING POWER BY PRESSURE AND EXHAUSTION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As the columns of your paper are ever open to scientific pursuits—independent of matters connected with the mining interest—I venture to address you on a subject which I proposed to carry into effect twenty-five years ago—namely, to convey the mails throughout England generally by means of cylinders or pipes. The letter-bags being placed in hollow balls, with door-pieces to the same—such balls nearly filling up the space within the pipes—and propelled by means of stationary steam-engines, erected at the different stations or places of delivery, and which may operate either by pressure, or exhaustion, both being requisite; that is to say, the engine that is employed in sending down the mails from London would act by pressure, but on the mails coming from the country to London it would be employed to exhaust the air within the cylinder—and thus an immense speed would be obtained. It would be taking up too much time and space in the columns of your Journal now to enter into detail upon the subject; but I would just remark, that the different lines of railroad afford excellent opportunities for carrying such a project into operation, whereby letters might be conveyed from London to the Land's End in an almost incredible short space of time.

I am, Sir, your obedient servant,

Sturminster, Oct. 21.

W. K. C.

[Our correspondent's plan, if we mistake not, was tried some years since, when it was proposed to blow folks from Brighton to London, through a cylinder, in four or five minutes. We need not say the idea was exploded. With respect to conveyance of letters, we must say, the application of the power in the way proposed appears feasible, but in the absence of any data as to cost, &c., it is hard to offer an opinion. Perhaps "W. K. C." will add more—it may lead to something.]

PROCEEDINGS OF PUBLIC COMPANIES.

UNITED HILLS MINING COMPANY.

A numerous special general meeting of the shareholders of this company was held on Thursday, the 22d inst., at their offices, Adam's-court, Old Broad-street, for the purpose of deciding on the propriety of instituting Chancery, or other proceedings, against Sir Thomas Turton, for the recovery of the money held by him, as arrears of salary, or adopting such other resolutions in respect of the claim as might appear expedient; also, by virtue of a requisition from certain shareholders, "for the purpose of removing Sir Thomas Turton, Bart., from the office of a director of this company, and appointing another director in the place of the said Sir T. Turton, if so removed."

Sir Thomas Turton, Bart., in the chair.

The SECRETARY having read the advertisement convening the meeting, The CHAIRMAN rose, in justification of the line of conduct pursued by him, and went back from the opening of the mine, reverting to the support he had at all times, in adversity and prosperity, given to it; but it was evident a complete "triumvirate" (and who were all now present) were against him; but, still, if they thought proper to remove him that day, he would again become their director on the 4th December next—and he defied them then to turn him out. After "daring" any parties present to say any thing derogatory to his character as a gentleman and an honourable man, &c., he called for the production of the opinion taken of counsel, and which he had not seen since the 3d Sept.

Mr. GINSON said, he thought that, as Sir Thomas Turton had not requested this for two months, the production now was uncalled for—but the removal of Sir Thomas Turton was necessary for the interests of the company. He had never attended one meeting without being insulted by him; even in June last, a committee of inquiry was appointed, and they gave him a notice, but then no attention was paid to it. He produced the report of those gentlemen. Repeated notices and messages were sent, and the point in dispute submitted to be settled by arbitration. At the same time a letter was sent by Sir T. Turton, and they ordered accordingly a bond of reference to be prepared and submitted to Sir T. Turton—but which was returned, and no notice taken. Was all this to be borne by the proprietors? No—moved he must, and shall be.

The first resolution, with reference to the instituting Chancery proceedings, according to the advice of counsel, was then read and put to the vote, when only seven or eight appeared in favour of Sir T. Turton, and twice that number against—(much confusion here ensued).

Mr. MITCHELL WILLIAMS wished to know if the money was taken since the formation of the scrip company?—This was admitted by Sir T. Turton. An inquiry was then made as to the amount shown in the cash-book on the 31st January, 1836, as received by Sir T. Turton—which it appeared was 1000*l*.

It was then moved by Mr. W. FAIRB, and seconded by Mr. CAMPBELL DALE—"That the report of the committee, embracing the resolutions named in the advertisement, be now read." Upon which an amendment was proposed by Mr. CHARNOCK, and seconded by Mr. HAMER—"That the case and opinion be read first," but was negatived.

Mr. TYAS said, there is the case and opinion, but I submit that to read it first would be placing tools in the hands of our antagonists to work with.—Mr. FAIRB objected to go to Chancery at all, unless the case and opinion be read first.—It was then moved by Sir T. TURTON—"That the case and opinion be read first," but which motion was lost by about seven. After some discussion it was moved again—"That the report of the committee be read," which, having been carried, was accordingly read by Mr. TYAS, and which showed a balance, including interest, to be due by Sir T. Turton to the company of 1249*l*. 6*s*. 6*d*.

Sir T. TURTON said he had challenged, through the directors, this report, and he could prove it to be one-half false—he never took the direction up to 1836, but only to 1834. He had a right to the whole of the ten years salary; in fact, he had taken too little, and he would not give it up—he never made any promise, directly or indirectly, to give any part of it up. Both the secretary and himself, only last week, went over the minutes to see if they contained any thing relative to the giving of it up—there was nothing. No—it was utterly impossible. When the resolution was made at the time, by Mr. Campbell, to make it a "scrip concern," then he took his money, and not before.

Mr. TYAS said, the case was not to be read, but moved, during great confusion—"That Sir Thomas Turton, Bart., be removed from the board of directors."—Sir T. TURTON—It will be an act of great kindness—I am about to retire.

Mr. CAMPBELL said, Sir Thomas wrote a note, saying he had no objection to references, but he would have no bonds.—Sir T. TURTON said, he never dealt with them as to references—never agreed to it, and hoped he should never see any of them again, and that, on the 4th December, he should again be a director—and, having left the room, it was proposed that Mr. Campbell should take the chair.—A deal of desultory conversation here ensued, during which it was remarked, that they did not wish to be driven to the Court of Chancery without good cause; that Sir Thomas might gain the cause as he had director, and claim ten years' salary, at 100*l*. per annum.

Mr. MICHAEL WILLIAMS then recommended that a gentleman of each party should wait on Sir T. Turton *in person*, to endeavour to effect a compromise, as it would be far better than running the risk of a Chancery suit.—Mr. TYAS said, I am fearful it would be illusive, and of no avail without bonds.—Mr. FAIRB said, there was but one director at one time, and that was Sir T. Turton; which was denied by Mr. TYAS, who stated that he (Sir Thomas) was not legally and properly constituted.—Mr. CAMPBELL said, he became so by virtue of the Deed of Settlement, having become a purchaser.—(a scene of general confusion here ensued, and some very personal observations made.)

The resolution, or report of the committee, was then read over by the secretary, recommending that a suit be instituted in the Court of Chancery against Sir Thomas, and that Mr. Frederick Crosswell, either with or without some scrip-holders, be plaintiff; that Messrs. Gilson, Wilson, and Chippendale, be a committee, for the purpose of co-operating with the directors—Messrs. Clark and Campbell—in the superintending and conducting such suit, and have power to arbitrate, agree, compound, or otherwise, should they deem it advisable, reporting in such case their

STATE OF MANCHESTER.—At the annual meeting of the proprietors in bank, held on Wednesday last, a statement of affairs was laid before the meeting, from which it appeared that the net profits of this establishment amounted to the sum of \$5,000, and although the surplus fund has been much reduced by the depressed state of trade in the district for the last three years, there still remained \$0,000, to meet any sudden demand.

The course of obervations was exceedingly gratifying, as regarded the prospects of a zealous co-operation in promoting the formation of a railway, and of its being a profitable investment for capital. It was supposed that a line with a single rail would cost about 12,500*l.* a-mile; and even with a double rail, making 25,000*l.* a-mile, Mr. TROSKY stated his belief that an interest of 5 per cent. would secure. As an evidence of the spirit with which the proceedings were undertaken, we may notice that the Earl of FALMOUTH stated that, "if the commercialists and the large landholders put down 500*l.*, he would match it with his 5000*l.*."

Mines.	Tons.	Total.	Price.	Amount.	Total amount.	Particulars.
			<i>£</i> <i>s.</i> <i>d.</i>	<i>£</i> <i>s.</i> <i>d.</i>	<i>£</i> <i>s.</i> <i>d.</i>	
Charlestown....	76		49 12 6	1210 12 6		L.C.&W. Danbur
....	78		50 2 6	1165 8 1		—
....	4		47 0 0	712 15 9		—
....	40		44 2 6	372 1 3		—
....	43		38 7 6	187 0 7		—
		66			8177 3 8	
Central Butnick	4		51 0 0	329 10 0		L.C.&W. Danbur
....	94		48 5 0	450 7 6		—
....	2		47 15 0	191 0 0		Bolton and Co.
....	3		36 0 0	72 0 0		Turo House.
		20			969 17 6	
Leathworth	104		40 3 6	815 16 8		Bolton and Co.
....	16		44 3 6	66 8 9		—
		12			582 0 0	
West Mary....	11		49 13 6	545 17 6		L.C.&W. Danbur
		102			9585 17 8	

Shoes	Toys	Produce	Shoes	Produce	Shoes	Toys	Produce	Shoes	Produce
shoes	90	118	1042	9 18	Albino	100	100	100	9 5 0
shoes	92	132	1008	12 0 0	ditto	100	100	100	9 4 0
ditto	87	91	1072	8 2 6	ditto	72	100	1042	8 17 6
ditto	81	118	1042	9 18	Chili	76	91	102	17 12 0
ditto	68	16	1012	1 8 6	ditto	80	44	1002	20 18 0
ditto	9	9	1008	7 11 6	ditto	21	100	100	16 9 0
ditto	41	74	1112	8 3 0	ditto	8	80	82	41 3 0
ditto	18	86	1104	7 3 6	ditto	60	100	100	17 1 4
re	100	174	96	14 4 0	ditto	33	79	1002	10 4 6
ditto	100	174	97	14 7 0	Cuba	63	100	100	24 10 0
ditto	18	162	94	18 12 0	ditto	62	100	100	24 10 0
ditto	18	162	94	18 12 0	ditto	62	100	100	24 10 0
ditto	76	144	954	11 12 6	Livorno	82	64	1104	8 6 0
ditto	76	144	954	11 10 0	ditto	16	64	100	6 14 0
ditto	38	16	1042	12 3 6	Cosmo	6	100	1042	21 10 0
TOTAL PRODUCE									
shoes	606	4508	6 11	Cuba	178	1002	13 0		
re	926	6784	11 0	Livorno	48	120	0 0		
shoes	368	2436	16 0	Livorno	60	276	0 0		
ditto	241	1664	18 6	Cosmo	8	172	0 0		

Quantity	Grade	From	To	Price	Per	Cent	Per	Cent
114	6	3	6	P. Greenfield	117	6	8	Wells & Co.
100	6	12	6	ditto	85	9	13	6
60	9	14	6	Freemans	16	12	10	6
60	9	12	6	ditto	26	4	1	6
61	6	9	6	P. Greenfield	157	6	1	Wells & Co.
10	6	12	6	Freemans	60	6	1	6
10	6	14	6	ditto	6	1	9	6
118	6	12	6	Newell & Co.	10	11	9	6
100	6	12	6	Crown Co.	10	4	6	English Co.
100	6	3	6	P. Greenfield	10	4	1	Viriano
100	6	3	6	Freemans	10	7	6	Freemans
100	6	3	6	Freemans	10	7	6	P. Greenfield
100	6	13	6	N. Deane	10	7	6	Freemans
100	6	7	6	Viriano	10	7	6	P. Greenfield
100	6	7	6	Freemans	10	2	11	Newell & Co.

[illegible]

LONDON AND BIRMINGHAM RAILWAY.—On Monday last, about two o'clock, as the down train from London was nearing the Wolverston station, it came in contact with some labourers who were walking on the line, and killed two of them, and severely injured another. It is stated that the engine-driver of the down train, when within a quarter of a mile of them, gave them the usual caution, by making the engine whistle; but from their attention being fixed on the up train, and the down train progressing on an inclined plane, it was difficult, or perhaps impossible, to avoid the melancholy catastrophe. The men killed were used to the line, as they had been formerly employed on it in the vicinity of Denbigh-hill.

CERTIFICATES to be granted, unless cause be shown to the contrary, - **8th**
before November 10.

W. Yates, Maidstone, Remond vintner; J. Hoar, jun., Salisbury, bookbinder,
and K. Taylor, Rochester, Yorkshire, earthenware manufacturers; W. Hodg-
kiss, Alderbury, H. Dickson, Birmingham, Priests, Westonskillicie, horse
carriage, tailors; John Cooper, F. Austin, Leeds, cloth manufacturers; H. B. Mar-
dell, Loughfoote, fish merchant; W. Nason, Barb, butcher; C. Milnes,
and street, Oxford-street, upholsterer; T. S. T. Jun. W. and R. K. Walter,
Manchester, cotton spinners; J. G. Johnson, Langwith, Nottinghamshire, draper;
Child, Cannon-street, City, attorney.

James Wellington, Rye, Herefordshire, butcher.

RANKIN & CO.

C. Gould, Cambridge, breadmaker. [Wood and Blake, Falmouth-st., Falmouth, 1850.]
 Mason, St. James's-street, Westminster, hotel-keeper. [Robinson, Hall Green-street, Piccadilly.]
 Bonner, Bromley-down-hill, rag-merchant. [Vincent and Sherwood, King's
 Miller, the younger, late of 8 in Anchor road, Bermondsey, in the county of
 Surrey, glass manufacturer, dealer and Chapman, as a trader indebted, together
 with his late co-partners J. Dover and J. Birket, carrying on business under the
 firm of Miller and Birket. [Wood and Ellis, Colver-street, Greenwich-street.
 Browne, Liverpool, horse-dealer. [Vincent and Sherwood, King's Bench-street,
 Wulf, Rotherhithe, general merchant. [Jarques and Edwards, Elfr place.
 Burnett, Newcastle-upon-Tyne, merchant. [Jarques and Edwards, Elfr place.
 J. Garrett, Manchester, common carrier. [Heald, Austin-st., place.
 Ford, Hanley, Staffordshire, glazier. [Phyke and Boston, Lincoln's Inn.
 Matthews, Little Town, Yorkshire, dyer. [Wills and Co., Tucknham-house,
 Lane, Liverpool, shoes-trader. [Addington and Co., Bedford row.
 Shaw, Southwark, Yorkshire, woollen manufacturer. [Richards and Walker,
 Moore's-lane, Leeds.]

[illegible]

WEDNESDAY.

One of main port ton at the close of the market.—Admiral's 18—Hudson's Freely
19—Chester 19—Carr's Hartley 19—Haywell Main 19—Harding 20—
Hartley 20—Tandem Main Duke's 17 6—Wyman 19—Walt's End Goshorth
Hopton 21 6—Killingworth 22 6—Northumbria 22—Rusdell's 22 9—Griffiths
Hartton 23 6—Hutton 24—Lambton 24—Pemberton 24 6—Russell's Hartton 24
Swart's 24 5—Hartington 25 9—Kelton 25 9—Yarmouth's Hartington 24—Wood
stead 22 5—Acheide 22 9—Barrett 23—Brown's Dransary Split 17 6—Gibson
Hoynton Tonn 23—Tonn 23 9—Tonn Hutton 21—Tonn Tandem 6—Allerton 14 M
Curpen 16—Dunry Main 17 6—Forded Split 18—Howar's Northerton Main
Shirley Main 12—Cragg Head Steam 17—Ship arrived since last sale, 21.

WEDNESDAY.

Sails 16—Bell Robinson's Hartley 12 6—Caro's Hartley 13—Haywell Main 15 6
Gibson's Main 23—Loane's Main 17—Smith's Preston 18—Tandem Main [New's]
Wyman 19 6—Walt's End Bewick and Co. 21—Hutton 21—Hill 21 6—Mc-
donald 26—Killingworth 22 6—Northwich 22—Percy Hartton 21—Hutton 21 9
Hoynton 23—Hussell 24—Hutton 24—Hodder 27 6—Hutton 24—Hutton 24 6
Hutton 25—Hartington 24—Hartington 27 6—Hutton 27 6—Hutton 24 6
Hutton's Tonn 22 6—Hoynton Tonn 22—South Durham sailing 22—Tonn 21
of Tonn 21 6—Hartley 20—Jennens and Ashby's Stone Coal 24—Leathpitt Grind
Grind, Parted 21 6—Scott 18 6—Cragg Head Steam 18 6—Ship arrived, 19.

13—*Myrica* 100
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PRICES OF SHARES

JOINT STOCK BANKS

Share of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	Dividend per cent.	Next Dividend due.
25,000	Agrie. & Com. of Ire.	25	10	00	8	Jan.
10,000	Australasia	40	40	00	8	Jan.
5,000	Ditto (New)	40	40	06 1/2		Jan.
10,000	Birmingham Bank ..	80	10	23	10	Mar.
800,000	British Linen Co.	100	100	00	8	Dec.
20,000	British North Amer. ..	50	40	80	8	July
100,000	Commercial Eng.	100	100	04 1/2		July
	Commercial Union ..	100	100	00		Jan.
20,000	Colonial	25	25	08 1/2	7	Jan.
5,000	Devon and Cornwall ..	100	25	45	8	Jan.
3,000	Equitable Loan Co. ...		9	10		Jan.
10,000	GloUCEstershire	50	10	30	10	Feb.
6,000	Hampshire	50	5	9	10	Aug.
10,000	Hibernian	100	25	21	4	Jan.
4,000	Ionian State	25	25	00		Jan.
30,000	London & Westmins ..	100	20	22 1/2	6	Jan.
5,000	Lancaster	100	20	10	10	Aug.
25,000	Liverpool	100	125	12 1/2	10	July
60,000	Long-Joint Stock Co.	50	10	12 1/2	5	July
40,000	London & County	50	10	9	5	Mar.
50,000	Manch. & Liver. Dis.	100	15	11 1/2	7 1/2	Jan.
20,000	Manchester	100	25	47	7	Oct.
25,000	Monm. & Glamorg.	20	10	16	13	Aug.
21,500	Northampton Union ..	25	5	18	14	July
20,000	North & Scotch Ins.	20	20	10 1/2		Jan.
20,000	Natl. Bank of Ireland ..	50	17 1/2	14 1/2	8	Aug.
10,000	Nat. Provincial Eng.	100	55	53 1/2	6	Jan.
10,000	Ditto New	20	10	28		Jan.
80,000	Nor. & Cent. B. of Eng.	10	10	8	8	Dec.
10,000	North Wills	25	5	10 1/2	7	Jan.
20,000	Prov. Bk. of Ireland ..	100	25	44	8	July
4,000	Ditto New	10	10	18	8	Jan.
80,000	Union B. of London ..	50	5	42 1/2		Jan.
10,000	Union of Australia ..	25	25	00	18	July
10,000	Ditto New	25	5	94		Jan.
20,000	W. of Eng. & S.W. Dis.	24	124	5 1/2		Jan.
20,000	Wills and Dorset	12	84	7 1/2	6	Jan.

CANALS.

GAS LIGHT AND COKE COMPANIES				
5,000 Alliance	10	8	7	—
2,000 Bata	20	16	—	Sept.
500 Bedford	25	23	—	—
5,000 British	20	18	184	14 May
8,000 Do. Provincial	20	19	23	14 Nov.
928 Birmingham	774	774	96	14 July
4,000 Birm. & Staffordshire	50	50	764	4 Sept.
600 Brentford	50	50	—	4 April
4,250 Bristol	20	20	19	2 Feb.
2,250 Brighton	20	20	14	34 Sept.
2,471 Brighton, General	20	20	94	34 Nov.
500 Do. Brighton	20	20	—	—
4,000 Continental (Coventry)	50	624	105	6 July
7,000 Do. New	50	12	254	7
240 Canterbury	50	50	—	6 Jan.
700 Chelmsford	50	50	42	4 Dec.
300 Cheltenham	50	50	—	8 Oct.
1,000 City of London	100	100	—	10 Sept.
1,000 Do. New	100	75	180	10 Dec.
500 City of New York	25	25	24	—
500 Derby	50	50	—	—
180 Dover	50	50	—	—
600 Dudley	20	20	17	8
400 Edinburgh Coal Gas	25	25	—	—
240 Exeter	50	50	—	—
4,000 Equitable	50	50	19	3 June
6,000 European	20	15	112	6 Aug.
4,440 Glasgow	25	25	84	10
5,000 Greenwich Railw. Gas	50	50	—	—
8,000 Imperial	50	50	574	8
5,000 Do. Bonds	100	100	—	4
2,000 Ipswich	—	10	—	—
800 Isle of Thanet	25	20	184	5 Aug.
2,350 Independent	30	30	49	6 Oct.
240 Leicester	50	50	—	—
750 Leith Coal Gas	20	20	—	—
800 Liverpool	242	242	378	17
Do. N. Gas and Coke	100	100	57	—
Do. (New Do.)	60	60	—	—
200 Maidstone	50	50	100	10 Feb.
600 Phoenix	50	39	354	4 June
579 Portsea	—	53	—	—
300 Poplar	50	50	—	—
600 Ratcliff	108	80	63	8 Sept.
480 Rochdale	—	15	—	—
800 Rotherham	50	28	134	—
6,000 South Metropolitan	50	22	—	4 July
600 Sheffield	—	164	—	—
500 Shrewsbury	—	10	—	—
120 Swansea	50	50	—	—
600 United General	50	47	338	8 Oct.
240 Warwick	50	50	50	8 Jan.
490 Wakefield	25	25	229	18 Jan.
600 Westinghouse	50	50	28	2 Dec.
500 Westinghouse Chartered	50	50	28	2 Dec.
500 Ditto New	50	19	114	128 Dec.
200 Worthing	50	50	—	8 Aug.
800 Yarmouth	—	—	—	—

RAILWAYS.

70	Loughborough	142	142	2250	180	July
	Manches., Sol. & Bury		78	664		
2,409	Manmouthshire	100	100	200	10	Dec.
700	Montgomeryshire	100	100		44	Aug.
250	Milton Mowbray	100	100	200	10	July
800	Mersey and Irwell	100	100	360	25	Oct.
5,000	Macclesfield	100	100	45	28	
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100			
1,786	Oxford	100	100	600	30	Sept.

COURSE OF EXCHANGE.
 1912.

Do. 4 Shares	...	30	40	60	10 15
8,000 Chester and Crow	...	30	40	60	60 60
7,340 Chelton & Gt Western	...	100	50	21	21
4,000 Chelt. Oxford and Tring	...	100	8	64	64 64
2,000 Clarence	...	100	32	25	25 25
6,000 Dublin and Drogheda	...	10 10	18	4	4 4
Dublin and Kingstown	...	100	90	80	80 80
8,000 Dublin and Kilkenny	...	100	78	—	—
500 Durham Junction	...	100	100	100	100 100
7,240 Durham & Sunderland	...	100	80	30	30 30
Danube and Mainz	...	25	—	8	— 8
0,000 Eastern Counties	...	25	15	34	34 9
5,000 Edinb. Leith & Newb.	...	20	15	24	24 24
5,000 Edinburgh & Glasgow	...	50	30	25	25 25
500	...	50	30	40	40 40

COURSE OF EXCHANGE.
 1912.

100,000	Gloucester & Paisley Ayrshire	50	55	35	33	55
100,000	Gloucester & Paisley Ayrshire	25	20	19	19	19
100,000	Grand Junction	100	100	212	212	212
100,000	Do. & Sharncliffe	50	50	118	118	118
100,000	Do. & do.	25	25	20	20	20
100,000	Great North of England	100	68	3	3	27
100,000	Great Western	100	63	27	27	27
100,000	Great Northern	50	40	44	43	43
100,000	Gosport Junction	50	23	31	31	31
100,000	Gr. Leicester & Munster	100	3	3	3	3
100,000	Hull and Selby	50	55	43	43	43
100,000	Hartlepool Dock & Rwy.	100	10	10	10	10
100,000	Lancaster & Preston	50	42	58	58	58
100,000	Leeds and Selby	50	30	30	30	30
100,000	Leicester and Swale	50	31	30	30	30
100,000	Liverpool & Manchester	100	100	103	103	103
100,000	Do. New Sharncliffe	25	20	43	43	43
100,000	Do. & do.	50	50	62	62	62
100,000	Lond. & Blackwall	25	20	13	13	13
100,000	Do. New	100	57	27	27	27
100,000	Lond. and Greenwich	20	20	52	52	52
100,000	Little New	100	100	10	10	10
100,000	Lond. and Birmingham	50	50	34	34	34
100,000	Do. & Sharncliffe	25	23	24	24	24
100,000	Do. New	55	24	43	43	43

PRICES OF MATERIALS IN CORNWALL

2. SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

1,000	London & Croydon Tr	20	111	104	104	104
1,000	Do. Scrp	9	9	121	121	121
1,000	London & Bth. Western	30	30	30	30	30
1,000	London & Brighton	30	30	30	30	30
1,000	London Grand Junction	100	60	60	60	60
1,000	Lanelly	70	70	70	70	70
1,000	Manchester & Sheffield	9	9	9	9	9
1,000	Manchester & Chester	24	24	24	24	24
1,000	Manchester and Leeds	70	70	70	70	70
1,000	Do. New	30	30	30	30	30
1,000	Manchester South Union	9	9	9	9	9
1,000	Manchester & Oldham	100	100	100	100	100
1,000	Manchester & Birmingham	70	70	70	70	70
1,000	Do. extension	41	41	41	41	41
1,000	Maryport & Carlisle	30	42	42	42	42
1,000	Midland Counties	100	100	100	100	100
1,000	Newcastle and Carlisle	100	100	100	100	100
1,000	Do. New	30	30	30	30	30
1,000	North Midland	100	100	100	100	100
1,000	Do. New	30	30	30	30	30
1,000	North Eastern and Eastern	30	30	30	30	30
1,000	North Union	100	100	100	100	100
1,000	Preston and Warr	10	10	10	10	10
1,000	Do. New	21	21	21	21	21
1,000	Stanthope and Trane	100	100	100	100	100
1,000	Stockton & Darlington	100	100	100	100	100

TIDE TABLE

1. *Esau*, 2. *Benjamin*, 3. *Mind*, 4. *Form*, 5. *Will*, 6. *Power*, 7. *Feeling*.

Learning	1.11	1.03	1.15	1.05	1.12	1.02	1.07
Assessment	1.20	1.0	1.02	1.0	1.07	1.10	1.04

BRIDGES.

0000	Hammersmith	50	50	21	1	Jan
2381	Southwark w. newaub.	63	63	24	..	..
700	Do. New of 74 per cent.	50	50	13	14	Dec.
548	Vauxhall	704	704	23	198	Dec.
0000	Waterloo	100	100	24	..	..
0000	Do. old Annuities of 81.	60	60	204	228	Feb.
0000	Do. new of 77	40	40	174	198	Feb.
0000	Ditto Bonds .....	..	..	120	5	Feb.

WATER WORKS.

00	Birmingham	25	25	72	100	—
01	Cochester	100	100	—	—	—
03	East London	100	100	170	7	Jan.
04	Glasgow	50	50	—	—	—
05	Grand Junction	414	404	004	34	Jan.
06	Edinburgh Joint Stock	25	25	—	—	—
08	Kent	100	100	45	2	Jan.

4. Bridge

Manchester & Salford ..	100	30	00	24	Mar.
Portsea Island	50	50	00	—	—
Portsmouth & Farlington ..	50	50	21	1	—
Ramsgate	10	0	10	—	—
Vauxhall, late So. Lond. ..	100	100	101	5	Oct.
West Middlesex	63½	63½	101	4½	Dec.
York Building Co. L. F. ..	100	100	35	11½	Oct.

ROADS.

Archw. and Kent Tn.	300	300	1	1	1
Barking	100	100	224	14	1
Commercial	100	100	75	6	1
Do. East India Dock Br.	100	100	0	3	1
Great Dover Str.	70	70	..	14	1
Highbury Archway	300	300	2	16	..
New North Rd. Stock	100	100	..	..	..

LITERARY INSTITUTIONS

100	London, W. Bromie Tick	75	75	16	..	..
100	London University ..	100	100	8	..	..
100	Russell	20	20	7	..	..
100	King's College	100	100	104	..	..

LONDON: Printed and Published by HENRY BAILEY, the Proprietor, at his Office, No. 27, New Broad street, in the City of London; where all Communications and Advertisements are requested to be forwarded, post paid.—Saturday, October 24, 1868.